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SAAB DRIVER

The Magazine of the Saab Owners Club of Great Britain Limited



INSIDE

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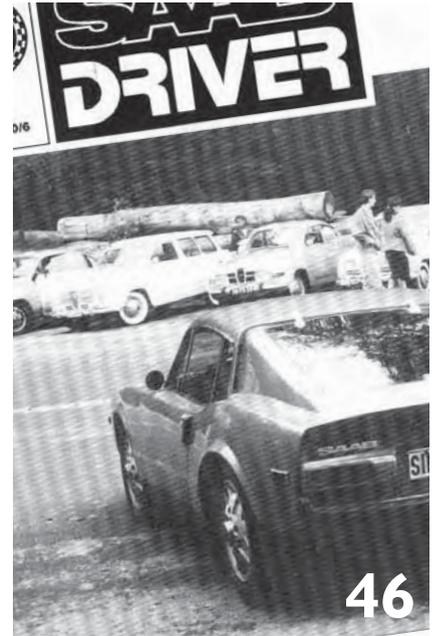
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8



46



32



54

CONTENTS

- 6** STEERING WHEEL
- 8** ROBIN'S REVIEW
The Saab Report Part 4 – Saab Saved
- 14** IN THE NEWS
After the Snow Melts Away
- 16** CHRISTMAS HOLIDAY
- 18** CAR CLINIC
- 19** TRAVEL CLUB
14 Day Self-Drive Tour of USA
- 20** POSTBAG
- 22** NOTICEBOARD
- 24** WHAT'S ON
- 26** AROUND THE UK
- 32** SAVE SAAB
Save Saab Report
South West Saab Go on Convoy
Spirit of Saab Savoured
- 40** THE END OF SAABING
- 44** BLUEFIN
- 46** 'DRIVER' DOWN THE YEARS
- 48** REGISTERS
- 54** MOTORSPORT
- 58** CLUBSHOP
- 60** PRODUCT OFFER
AA Emergency Car Kit & Driver's Atlas
- 62** CLASSIFIED

FRONT COVER: Chris Partington's 1963 Saab 96 at the Save Saab convoy © Lance Cole

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

Classified Advertisements

– see details on page 61.

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DEADLINE DATES FOR CONTRIBUTORS

May/June 2010 ISSUE: 19th March 2010

July/Aug 2010 ISSUE: 21st May 2010

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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:

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CLUB VALUATION SCHEME

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

Ken Dover

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STEERING WHEEL



At last the speculation is over and we now know there is a future for SAAB, you can read Robin's account on page 8, over the next few months the future plans will unfold and it looks very promising.

The UK SAAB convoy on 17 January turned out to be an amazing day, the weather was good and I estimate there was about 200 cars participating, it was also attended by Erik Carlsson our Club President. This day will always be remembered and will go down in SAAB history. Thanks to all those members and non-members who made it happen, see pages 30-35.

Another interesting article has been compiled by Lance Cole who attended this event, Spirit of SAAB, see page 36.

At this time of year we start to plan our holidays and places to visit, you can see on page 24 there are lots of SAAB Club events organised, too many to mention here. However I would like draw your attention to the Lakeland Gathering in June at Cockermonth rugby club. The setting is perfect with good facilities a short walk from the town, with superb views of the lakeland fells and of course it's a good opportunity to meet old and new friends, hope to see you there.

Also on page 23 two new groups have been started in Kent and North Wales so if you live in those areas try and go along and support your new local group.

The National this year will be in Bath, another interesting location with lots of places to visit nearby, 23rd-25th July.



If anyone in the area can help with organisation please contact Derek.

This will be an interesting year for SAAB and we look forward to developing links with the new management, we wish them success and a prosperous future.

PS Nordic are planning a big SAAB parts sale at their headquarters in Chertsey, Surrey in June, the date is to be confirmed in the next 'Driver'.

Richard Elliott

Change of Address: SOC INSURANCE

The Club's recommended insurance broker, SOC Insurance, is pleased to announce that it is moving to new premises on 1st March.

The move to Hastings, East Sussex, will provide a modern environment specifically designed around the current and future needs of the business, which has 30+ staff.

The new contact details for SOC Insurance will be, as of 1st March:

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As well as new premises, SOC Insurance has recently invested heavily in technology that will reduce the amount of paper it uses and stores. The overall aim of these improvements is to enhance operations and therefore offer members an even better service. Watch this space for future developments

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The Saab Report Part 4

SAAB SAVED

General Motors have entered into a binding agreement to sell Saab Auto to Spyker cars NV, it is hoped the deal will be concluded by mid February, should the deal fail GM will continue winding down Saab.

The Swedish Government has agreed (at last) to guarantee the Eib loan.

General Motors will continue to support the new company Saab Spyker Automobiles with technical assistance and supply of the US built Saab 9-4X.

GM will retain redeemable preference shares of USD 326 million. The preference shares represent less than 1% of the voting rights in the capital of Saab.

A new Saab 9-3 will be introduced in 2012.

The last current 9-5 a bio fuel estate rolled off the production line on 2 February, it was ordered by Peter Backstrom and went straight into the Saab museum, 483,593 Saab 9-5s have been built since its introduction in June 1997.

Saab needs to sell 100,000 cars per year to make a profit, 2010 forecast is only 53,000.

Spyker sports car production has begun in Coventry, a new 20,000 sq ft plant at CPP Manufacturing in Whitley will increase production to five cars per week and reduce production costs, Victor Muller said it makes sense on several levels as more than half of its components are UK sourced, it should create up to 45 new jobs.

The negotiations between General Motors and Spyker in December were halted by the Swedish Government, they stopped the deal after having the Secret Service and a private investigating firm eyeing the Antonovs and its money, the two made a report that was forwarded to the FBI who sent a direct order to GM calling a halt to proceedings on 18 December, this was confirmed by Hans Lindblad at the Finance Department, who also confirms that the Antonovs no longer have any position of influence at Spyker.

General Motors and Spyker cars reach agreement on Saab

GM and Spyker Cars announce a binding agreement over the transfer of ownership of Saab

Terms are agreed and the deal is expected to close in February

- Saab's future as an independent company is secured
- Saab will exit the orderly wind-down process
- Spyker shareholders will restructure at closure of the deal
- Swedish Government issues guarantee in favour of EIB

Zeewolde, The Netherlands (26 January 2010): 'General Motors Company and Spyker Cars N.V. today confirmed the details of a binding agreement over the transfer of ownership of Saab Automobile AB of Trollhättan, Sweden. The transaction is expected to close in February and Saab Automobile will exit the orderly wind down process in line with that timetable.

'The transaction will be accomplished as follows: Spyker acquires from Saab Automobile Investering AB, a subsidiary of General Motors ('GM'), all the issued and outstanding ordinary shares in the capital of Saab Automobile A.B. ('Saab') for a consideration of USD 74 million ('Purchase Price').

'The Purchase Price will be paid in two instalments. The first instalment of USD 50 million will be paid on the date of completion of the transaction, expected to take place on or before 15 February 2010 ('the Closing'). The second instalment of USD 24 million will be paid on 15 July 2010.

'The Share Purchase Agreement is subject to the execution of a EUR 400 million loan agreement between Saab and the European Investment Bank ('EIB'), guaranteed by the Swedish Government. Today, the Swedish government announced approval of this guarantee. The guarantee is subject to approval by the European Commission, which is expected shortly.

'Upon completion of the transaction GM will retain redeemable preference shares of USD 326 million. The preference shares represent less than 1% of the voting rights in the capital of Saab. The mandatory redemption date is 31 December 2016 and Saab has the right to request voluntary redemption at any time prior to this date. The preference shares carry a dividend entitlement of 6% starting from January 2012, increasing to 12% as from 1 July 2014. The dividend over 2012 will be added to the principal, but as from 1 January 2013 the dividend is payable in cash. Should Saab have insufficient distributable reserves to pay the cash dividend it will be added to the principal increased with a penalty factor.

'In order to allow Saab to operate on a stand-alone basis outside GM, Saab and GM will enter into a number of ancillary agreements. As part of the transaction, Spyker intends to negotiate the acquisition of all the outstanding shares in Saab Great Britain Limited, the UK distribution, marketing and sales company for Saab from General Motors UK Limited.

'Spyker will issue a corporate guarantee not exceeding USD

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10 million for Saab's obligations to and for the benefit of the financing company GMAC.

'Spyker will as soon as practically possible convene a general meeting of shareholders to approve the transaction. Spyker obtained irrevocable voting undertakings to vote in favour of the transaction representing the voting majority of its current shareholders.

'It is the intention to change the name of Spyker Cars N.V. at that general meeting of shareholders to Saab Spyker Automobiles N.V.'

As back-up financing, Spyker entered into a EUR 150 million Equity Credit Line Facility with GEM Global Yield Fund Limited ('GEM') for a term of three years. According to this facility, Spyker may issue shares to GEM at 90 per cent of the volume weighted average price of the shares over a period of 15 trading days following a draw down notice sent to GEM by Spyker. In relation to the GEM facility, Spyker has issued to GEM share warrants in respect of 1,570,000 ordinary shares at an exercise price of EUR 4 per ordinary share. The warrants have a five year term.

The object of acquisition

In spite of media reports that certain parts have already been sold off, the object is Saab as a complete entity and going concern with all IP rights, trademarks, facilities and other infrastructures. The sale of pre 2003 Saab 9-3 and current Saab 9-5 technology to BAIC in December 2009 did not result in any part of Saab's business being divested or devalued. On the contrary, Saab has already started the production of the new generation Saab 9-5 in Trollhättan.

Both Saab management and Saab GB management prepared an estimated balance sheet as at 31 December 2009 for the purpose of this transaction. These estimated balance sheets are still subject to final account closing and audit procedures.

Spyker Cars does not yet have a balance sheet as at 31 December 2009 ready for reporting purposes. As such, it would be premature to show a pro-forma combined balance sheet for Spyker, Saab and Saab GB as at 31 December 2009.

Therefore Spyker only disclose an indicative combined balance sheet of Saab and Saab GB as at Closing date based on the estimated balance sheets for both entities as at 31 December 2009, adjusted for the impact of the transaction items as at Closing date.

It should be noted that the indicative closing balance sheet is based on the latest estimated balance sheets of both entities by Saab and Saab GB management which are subject to final closing and audit procedures and therefore subject to change, and does not reflect any potential fair value or purchase price allocation adjustments. The indicative closing balance sheet should therefore not be considered as the actual closing balance sheet, but only as an indication for the assets and

liabilities to be acquired at closing date.

Saab and Saab GB's combined revenue amounted to some EUR 1.0 billion in 2009 (2008: EUR 1.6 billion). Earnings before interest, taxes and depreciation amounted to EUR 0.4 billion negative in 2009 (2008: EUR 0.3 billion negative). In 2009 Saab sold 39,903 cars and produced 20,791 cars versus selling 94,751 cars in 2008 and producing 89,086 cars.

Restructuring and management buyout

As from Closing of the Saab acquisition, the ownership structure of Spyker will change as follows:

Tenaci Capital B.V. ('Tenaci'), a company wholly owned by Mr. V.R. Muller has made a successful bid on Mr. V. Antonov's current shareholding in Spyker consisting of 4.6 million ordinary shares. As agreed in 2007, when Mr. V. Antonov acquired his shares in Spyker, Mr. V. Antonov will cause the transfer of the priority share to Spyker if and when he would dispose of his shareholding. A resolution to cancel the priority share will be proposed at the upcoming EGM.

Messrs. N. Stancikas, M. Bondars and Mr. V. Antonov will retire as members of Spyker's Supervisory Board effective as per the date of Closing.

Tenaci will grant to Spyker two loans. One for an amount of USD 25 million towards payment of part of the Purchase Price for Saab upon completion of the transaction. A second loan for an amount of EUR 57 million for repayment of all of Spyker's current outstanding loans to banks and other financial institutions controlled directly, or indirectly by Mr. V. Antonov. This loan mirrors the existing terms (including the lender's right to convert EUR 9.5 million into ordinary shares at a conversion price of EUR 4.00 per share).

The sale will be subject to customary closing conditions, including receipt of applicable regulatory, governmental and court approvals. Other terms and conditions specific to the sale are not being disclosed at this time.

Victor R. Muller, Spyker's CEO, stated: "We are very much looking forward to being part of the next chapter in Saab's illustrious history. Saab is an iconic brand that we are honoured to shepherd. We are delighted to have secured the jobs and livelihoods of thousands of loyal Saab employees, suppliers and dealers and to have given reassurance to the 1.5 million Saab drivers and enthusiasts around the world. It was breathtaking to see so much support from the global Saab community over the last months which not only shows the strength of the brand but also helped us in our relentless determination to get the deal done.

"Spyker Cars will provide Saab with the backing required to compete as a competitive global brand along with an entrepreneurial leadership team sensitive to the uniqueness, heritage and individuality of the Saab brand. I would like to extend my sincere gratitude to Vladimir Antonov for his formidable support during the past two years. His contribution has allowed Spyker to get to the point that this transaction was made possible. I also want to extend my gratitude to Messrs. Stancikas and Bondars as Members of the Supervisory Board. They have made very valuable contributions to our company during their respective terms.

"Finally I would like to thank the Swedish Government for its constant support for our efforts culminating in granting the



Guarantee in favour of the European Investment Bank today for an EUR 400 Million loan to Saab which we hope to secure in the coming weeks."

Jan Åke Jonsson, CEO of Saab Automobile AB said: "It has been a challenging 15 months for Saab but our global organisation has shown a fighting spirit that will serve us well going forward. The agreement with Spyker Cars has secured Saab's future and will enable us to maximise the brand's potential through an exciting new product line-up with a distinctly Saab character.

"Today's news is great for Saab's customers, dealers, suppliers and employees around the globe. The level of passion and support shown to Saab over recent months has been remarkable and I would like to take this opportunity to thank all of those people who continued to believe that Saab deserved a future. Now we aim to get back to the execution of our business plan and, with the continued support of our employees and business partners, I am confident we will succeed."

Nick Reilly, President GM Europe, added: "As a responsible corporate citizen in Europe, and throughout the entire period, GM has always had the hope to find a positive solution for Saab that would avoid a wind-down of the brand. We have worked very hard with many parties, including governments and investors, and I'm very pleased that we could come to such a positive conclusion that preserves jobs in Sweden and elsewhere. GM will continue to support Saab and Spyker Cars on their way forward."

So who is Victor Muller?

Obviously very successful and wealthy, he has made enemies over the years it goes with the territory, so is he a saviour or the devil in disguise using Saab and the EIB cash to support his loss making Spyker sports cars company? Only Muller really knows the truth, all I know is that for the time being at least Saab survives and for that we have to thank the man and although some may disagree, General Motors.

Victor Muller, the man behind Spyker's acquisition of Swedish car maker Saab, has never been shy to put other people's money to use, sometimes losing it in the process.

Dutch sports car manufacturer Spyker last week bought Saab from its American owner General Motors, saving the Swedish auto maker from certain demise. The deal is considered so important, even the Dutch prime minister felt inclined to comment on it during his weekly press conference on Friday. "A tour de force by Victor Muller", is how Jan Peter Balkenende called the takeover. "You need guts to pull a move like this," said the prime minister, a long-time friend of Muller's and fellow car aficionado.

The takeover was greeted with enthusiasm in Sweden, where Saab's continued existence will leave 8,000 people (employees, dealers and suppliers) gainfully employed for the time being. Analysts have called the financial construction supporting the deal risky, but that is Muller's style. "Victor is quick to jump from one financial ice floe to the next," said Maarten de Bruijn, a former partner of Muller's in Spyker.

Muller's backers remain anonymous.

General Motor's asking price for Saab was 400 million dollars. Spyker did not have that kind of money on hand and will be paying 74 million in cash and 326 million in preferred stock instead. Muller has refused to divulge his financial backers. The paper trail leads to a dead end called Tenaci Capital, a specially created investment vehicle funded by anonymous third parties.

Friend and foe alike call Muller inventive, adventurous, and praise his pioneering attitude. He is also seen as obstinate and financial creative with other people's money that is.

Victor Muller was born in Amsterdam in 1959. When he was 11 his family moved to a well-to-do town just outside of the city, where he was brought up in a milieu he has described as 'posh'. Muller's father owned an accounting business and would often take his son bird watching. His mother hails from a

THE LEVEL OF PASSION AND SUPPORT SHOWN TO SAAB OVER RECENT MONTHS HAS BEEN REMARKABLE AND I WOULD LIKE TO TAKE THIS OPPORTUNITY TO THANK ALL OF THOSE PEOPLE WHO CONTINUED TO BELIEVE THAT SAAB DESERVED A FUTURE.

long line of biologists. Muller himself studied Law at Leiden University and was active in fraternity life. "Victor was a party animal," Jeroen Kodde, a former frat-brother of Muller, recalled. He was not socially engaged, nor politically active or athletic. "While we were still riding our bicycles through town and toying with old cars, Victor was already cruising around in a Lancia with a pretty girlfriend," Kodde said.

A former party animal

As a student, Muller interned at the Amsterdam law firm Caron & Stevens. According to Willem Stevens, his then boss, Muller left such a good impression the firm offered him a job fresh out of university. "A fine lawyer. A hard worker with a businesslike mentality," Stevens described him. Muller was offered a partnership position, but he left after four years with the firm when a client, Heerema offshore group, offered him a job.

At Heerema, Muller was responsible for mergers and acquisitions. With his help, his new employer grew into a company employing 5,000 people with an annual turnover of a billion euros. But Muller wanted more, specifically, to start his own business. A small Heerema subsidiary, Wijsmuller, drew his interest. This IJmuiden-based salvage company was still operating at a loss when Muller, with outside backing, bought a 50 percent stake in business. After two years under Muller the company was posting a 15 million euro profit.

In 2001, Muller sold Wijsmuller to the Danish shipping conglomerate Maersk. He also played a part in the IPO of McGregor, a Dutch fashion house. In an interview published in business monthly Quote in 2004, Muller claimed his net worth totalled 16 million euros. A fortune which he has mostly squandered chasing his boyhood dream: a reintroduction of the Dutch sports car brand Spyker.

A break-up with a former partner

Engineer Maarten de Bruijn was Muller's partner in this pursuit. In 1990, he began developing a super sports car. Muller was the 'motivator, speaker and smooth-talker' driving the initiative, De Bruijn recalled. "He made sure I got the funding and name recognition I needed to get on with developing my cars. Great teamwork while it lasted." Teamwork that came to an abrupt end when Muller wanted to take Spyker public. "Victor likes to think big and conceptually. He likes glamour. I was neither willing or able to work like that." De Bruijn left Spyker in 2005.

Five years on, Spyker's only real accomplishment is its continued existence. The company has produced 204 cars since it was founded, earning it only 54 million euros. Its posted losses accumulate to 120 million euros over the same period. Muller's brain child has only been able to survive by raising capital through stock emissions. Dutch business tycoon and billionaire Marcel Boekhoorn owns a slice, as does the Arabic investment fund Mubdala and the Russian billionaire Vladimir Antonov. Muller retains only a nine percent interest in his company.

Creative financing causes trouble

Money has always been a problem for Muller. Financially speaking, his private and business interests are also closely intertwined. In the summer of 2006 he got in trouble when private bank Theodoor Gilissen asked for extra security on a private loan worth 1.75 million euros backed with Spyker stock as collateral, after a downturn in the market. Muller asked the bank to wait for a couple of days, saying Spyker would announce 'some important good news' a day later. Theodoor Gilissen immediately reported him to the stock-market watchdog for leaking insider information. Muller was fined 96,000 euros. He has appealed his sentence and has so far refused to settle the matter out of court.

Five years earlier, Muller found himself at odds with Fortis bank, when he surpassed his credit limit by several million euros. Its board of director's was not pleased when it found that the Amsterdam regional manager was a close friend of Muller. The bank manager had spent some time living in a house owned by Muller when he was having marital troubles. Muller was reprimanded by Fortis' higher management and told to repay the money immediately.

Sports car falls apart spontaneously

Boekhoorn was the first to order a Spyker when production began in 2000. His order was long delayed due to technical difficulties with production. When he was finally able to take his first ride in 2002, the 360,000 euro car proved to be in anything but perfect condition. After a few hundred metres on the road the hood popped open spontaneously. No one was injured in the process.

Boekhoorn played a more substantial role in Spyker's acquisition of the Midland Formula 1 team in September 2006, when he lent Muller 11 million after an investor backed out. Muller underwrote the loan personally and promised to pay him back in two weeks, but he never fully did. In return for 7.5 million euros left outstanding, Boekhoorn received a five percent interest in Spyker.

Boekhoorn is frequently named as a silent partner in the



Saab-deal. He has denied funding the takeover, but is known to have been party to the deal in an advisory capacity.

Muller, meanwhile, seems undaunted. Today he announced that he intended to return Saab to profitability by 2012.*

The doubters and the future

As expected some industry insiders are already knocking the deal, this is not unexpected. There still seems to be concerns about Vladimir Antonov and his current connection with Spyker (his resignation from Spyker was a precondition of talks with GM) money will be tight for several years as there are large loans to repay and restructuring may be required. How far has the new 9-3 been developed, it is reckoned that it takes four years to develop a new model, if it is going to be launched in 2012 they should be close to having a running prototype! Saab needs at least one additional model to hit its sales figures, could we see the Aero-X at last? It could be built as an entry level Spyker and an upper level Saab. In the long term it will be difficult to develop new models without a partner so an alliance with another manufacturer would have to be sought.

Spyker's Muller may struggle for cash to revive Saab

Victor Muller, whose Spyker Cars NV is buying Saab, says he has to sell 100,000 cars a year to make the business profitable. He may struggle to find enough cash to build the new model he needs to help reach his goal.

Muller, chief executive officer at Dutch luxury-car maker Spyker, may take four years to reach his sales goal, according to an estimate by IHS Global Insight. Saab, owned by General Motors Co. for 20 years, is expected to sell 53,000 cars in 2010, the Lexington, Massachusetts-based researcher said.

Spyker will probably need to invest more money to develop a successor to the mainstay 9-3 Sedan because sales of the 9-5 coming out this year won't be enough to fund the project, said Paul Newton, Global Insight's London-based analyst. Spyker, which built 42 sports cars in 2008, hasn't made

an annual profit since its initial public offering and Saab had 198 million euros (\$278 million) in cash at the end of last year.

"Saab risks burning through its cash if it invests on a new model before stabilising sales and distribution of the 9-5, but delays in introducing another model could jeopardise long-term viability," said Jim Hall, principal of Birmingham, Michigan-based consulting firm 2953 Analytics. "They're damned if they do and damned if they don't proceed with new models."

Developing a second model could cost as much as 500 million euros and Spyker may not be able to finance that, said Stefan Bratzel, director of the Center of Automotive at the University of Applied Sciences in Bergisch Gladbach, Germany.**

I hope by the next edition to get back to reviewing the motor industry in general. In response to Robert Hubbards letter in the last edition of 'Driver', Robert the car of the future is here and I have driven it, it will carry four adults at speeds of up to 80mph and for up to 80 miles on one charge, you can buy it today! However it will cost in excess of £20,000. I will respond in more depth in the next edition

As always your views are most welcome.

Robin O'Connor.

robin@coconnor2002.freeserve.co.uk

*Cees Banning and Philip de Witt Wijnen source nrc international

Published: 2 February 2010 16:44 | Changed: 3 February 2010 16:16

**Ola Kinnander and Chris Reiter Jan. 28 (Bloomberg)



...after the snow melts away

Drivers who took the sensible precaution of fitting cold weather tyres to their vehicle last autumn will continue to benefit from safer driving long after the current snow melts away.

Cold weather tyres are specifically designed to deliver the best possible performance and maximum safety when temperatures fall below seven degrees Celsius. With more natural rubber in the tyre tread compound than standard 'summer tyres', they provide significantly shorter stopping distances in cold, wet and icy conditions making driving in the entire winter much safer.

"There is a misconception that cold weather tyres are not appropriate for drivers in the UK," explains Stuart Jackson, chairman, TyreSafe. "However, this couldn't be further from the truth. Cold weather tyres provide much better grip in both wet and dry conditions when the temperature falls below seven degrees, so they offer extra safety typically from October through to March. These tyres also have different tread patterns from 'summer' tyres making them more able to cope with snowy conditions. Those drivers who have chosen cold weather tyres will continue to benefit long after the current snow falls melt away."

The recent snowy conditions have also highlighted the need for drivers to ensure that they have sufficient tread depth. Vehicles travelling on tyres that have low or illegal

tread depth have experienced poor levels of grip making acceleration, steering and braking difficult. This has led to many motorists being stranded, often in remote locations, or involved in an accident.

In the snow, tyres need deeper tread to remain effective. The deeper grooves allow the tyre to 'bite' into the snow surface and provide better grip and traction. Tyres with low or illegal tread depth are unable to achieve this and the tyre simply spins or skids, meaning the driver has no control of the vehicle.

Current UK law stipulates that tyres must have a minimum tread depth of 1.6mm across the central three quarters of the tyre around its entire circumference. TyreSafe recently launched its 'lifesaver in your pocket' campaign which advised motorists how to check their tyre tread depth using a 20p coin. Drivers who are unsure of how to check their tyre tread depth should visit www.tyresafe.com or call into their local tyre dealer.

TyreSafe is a not-for-profit organisation dedicated to raising awareness of the importance of the dangers of defective and worn tyres.

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CHRISTMAS HOLIDAY AND A WARM SHOWROOM

Last September Colin and I were at a local car show, where I showed my 95 and Col his GM900. However it turned out that there were more vehicles on display than people looking at the vehicles, so we left early.

With it being a nice day, I told Colin I was going to have a drive to Hanley to my local Saab dealership, so we headed off to Leek, where Colin lives and I carried on to Hanley.

On arriving at Holdcroft Saab I drove past the showroom turned around and parked up by the secondhand cars on display. As I got out of the 95 to have a look at what I could not afford, one of the sales personnel came out and introduced himself. He turned out to be the sales manager, Mike Shotbolt. He then had a look around the 95 and said that he had only seen pictures of a 95 and never a real one and, by the look on his face, he was impressed.

Now Holdcroft has quite a few dealerships on this busy junction, they are on both sides of the road. Within

about ten minutes, sales personnel were coming from the other showrooms to look at the 95. Mike asked me if he could borrow the 95 to put in their showroom and of course I said yes, when would they want it? He asked if they could have it in October and I said yes, after my last show. October came and went and I had not heard a thing from Mike until the middle of November, so I arranged for the 95 to go as soon as possible, weather permitting.

On 30 November I rang Mike to tell him that I would be bringing the 95 down and he told me that the showroom would be empty so that I could run the 95 straight in. With that I got the 95 out of my garage and went to get some fuel. As I set off to the petrol station, the 95 died on me. I tried to restart it but there was no power at all and I was stuck in

the middle of a 'T' junction. I lifted the bonnet and wiggled a few wires but nothing again. By now I was flapping around like a headless chicken so I pushed it into the kerb so I could have a better look. I then had another go at starting it and this time the ignition lights came on and it fired up and off I went.

It was just starting to rain as I arrived at Holdcroft but the showroom was ready for me to drive straight into. After parking I gave the car a quick wipe down and Mike asked if it would be OK if they could put some empty boxes wrapped in Christmas paper in the back and I said yes, and they also put the Christmas tree next to the 95. The 95 stayed in the showroom over the Christmas period and into the New Year.

Chris Boffey

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Under pressure

I've got a Saab 9-5 3.0TiD estate on a 2004 plate, have you heard of any problems regarding over pressure in the expansion tank, after a few miles the 'coolant level low' on the SID comes up, I have to keep topping it up, the pressure is pushing water out of the blow valve on the cap. The vehicle temperature remains at midway. When I go out to the vehicle first thing in the morning and check the levels, the pressure is quite high even when the car is cold.

Mark Deeley

Most likely cause is head gasket leak of combustion gases into cooling system, however try replacing thermostat first as this can cause similar symptoms. Problem is also that a liner may have shifted in the block, no way of telling till its stripped down, if that's the case the engine is scrap and a LOT of money will have been spent finding out, difficult one but my advise would be to trade in and buy something else.

Feeling Hot Hot Not

Any suggestions as to how to get more heat in my 'warm' J Reg 900i. Once warmed up, the temperature gauge is constant and reads just below horizontal. Heat is nowhere as good as that in my old 95v4.

Ian Studley

Heater in the Classic 900 is usually very hot in fact hotter than it needs to be, look at possibility that the heater matrix is clogged with sediment, remove the two hoses and flush with fresh water from a hose pipe until water runs clear.

Other possibility is the heater bypass valve if it has one fitted, its like a T piece fitted in the heater hoses just mounted above the alternator, this valve is designed to stabilise the water flow so the heater temperature remains constant, these valves can cause the heater to be only warm.

Earlier models don't have this valve fitted.

Path of least Resistance?

I booked the car into Western Saab in Glasgow to investigate an intermittent misfire on start-up. They could not find anything faulty that would cause the problem, however they did find out that the cooling fan (two speed), was only running on the fast speed. They by-passed the resistor which operates the low speed. They were unable to supply a replacement resistor as this is not available as an individual part. A new fan assembly is priced over £300.00 and I am reluctant to spend this money if there is a way round the problem.

The Haynes manual suggest replacing a faulty resistor and a photograph shows the resistor which is riveted to the top of the fan casing the resistor on the fan assembly on my car is clipped on to the casing on the nearside of the fan casing and is of a tubular design. I purchased a secondhand fan assembly from a breakers yard but the socket connections did not match the ones

fitted to my car and the resistor fitted on it was of the older style.

I would be surprised if Saab used an exclusive resistor on this fan and I wondered if you were aware of the details of this resistor and if a replacement could be obtained from some source. The part No of the fan assembly is – 4877015.

Could you also describe the function of the slow speed fan, I believe that its main function is to do with the air/con system.

David Murdoch

Most models have the single stage fan, as you say the low speed is for ac functions, very little trouble is found with this system, apart from some cases of poor connections and broken wires, you should be able to obtain easily a correct s/hand fan unit or resistor pack, but I suspect fault is probably due to a poor connection in the wiring.

Saab 99 Clutch

I am trying to find out if a special tool is required to fit a clutch and what's the best way to adjust handbrake for my 99?

Paul Taylor

The 99 clutch is easy in that it is not required to remove the engine or transmission, there is though a complication in that it is necessary to compress the clutch and fit a spacer in order for there to be enough clearance for removal.

There is a special tool but one can be improvised using maybe a length of metal brake pipe which can be made to fit. Handbrake does need a tool to wind back the pistons in order to fit new pads.

TECHNICAL TIP

SID unit replacement 9-5 2003.

The following email I answered incorrectly as I have since found out that the 2003 model has a different SID to all the other pre 2003 models that is not interchangeable, the symptoms are exactly as outlined below.

SID Controls

I have just had the SID unit on my 9-5 Estate replaced with a reconditioned unit. The audio controls on the right hand side of the steering wheel no longer operate. Actually the + button lowers the volume, the button does nothing and the Src button does not change source. The buttons on the left hand side operate as usual.

My problem is, that the people who fitted the new SID, say the problem is nothing to do with the Sid unit, as it has nothing to do with the steering wheel audio controls.

On the other hand my Haynes Manual says it does. Who is right and can you help? What might be wrong with my car?

Alasdair MacArthur

You have to use part no. 5371380 as a replacement. The problem is that this replacement costs £317 plus VAT.

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Down-under 'demonstration'

Following the recent worldwide 'Save Saab' Convoys I attach a photo of my son Matthew and his family, who emigrated to Adelaide at the end of last year, joining a small group of Saab owners 'demonstrating' outside the Holden factory in Elizabeth.

Matthew and Sally are far right with granddaughter Katie up front with a banner and grandson Adam to the left.

Only three Saabs were in the convoy and with Matthew being 'Saabless' they allowed him to follow up at the rear with his Toyota Prado Landcruiser.

Having only been in Australia a few weeks they have now made a few more friends this is the phenomena with Saab!

No doubt you will have many photos from the British and European convoys, I hope you can include this one from the other side of the World!

Peter Turner



謹賀新年

佳き年を迎えられた事と存じます
 昨年はヘルニアの手術と更に年末は小生恒例のインフルエンザでダウンしたので 本年はこの強力400HPの小型機の如く 飛び回る元気を
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KON-NICHI-WA from Tokyo!

I have enclosed a copy of the New Year Card, Japanese style that I sent to Dave Garnett (Editor) for publication in the 'Driver' – and saved you all from my small talk this time. I wish you all a Happy New Year from Japan.

Kazumoto Yabe

Ian Studley sent in these pics.

Editor

Saab paint-job



Dead or alive?

This was found on the web – copywriter unknown



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Admission charges:

Saab Owners Club Members	£1 per person
Non-Saab Owners Club Members	£1.50 per person
Children under 14	FREE

As always Membership cards must be shown

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Trade stands	£12.50
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For more information contact

Martyn Ashcroft Tel: 01782 878405 (after 3.30pm)
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Swedish Day UK

Sunday 9th May 2010

Haynes International Motor Museum

www.swedishday.co.uk

In 2009 the second Swedish Day gathering took place at Haynes Motor Museum in Somerset with over 100 cars taking part. Now we are looking forward to doing it again in 2010.

2010 is going to be an enlarged show with an invite going out to Swedish Trucks and Lorries as well as Swedish Cars. The show is being relocated to the large field behind the museum.

This year we are hoping to introduce a Swedish Market and an auto jumble selling lots of Swedish goods. It is still in the planning stage but we will place changes etc on the website. A small charge will be requested for auto jumblers and trade/market.

There will be a gymkhana on grass if you fancy testing your driving skills. A non-timed event but your driving skills will count for points.

For the children there will be a full size car to paint as well as a play area.

The event will still be a leisurely day out as in previous years. Come along, park up and chat to friends old and new.

There will be no admission charge once again for visitors or exhibitors although there will be a charge for entrance into the museum but at reduced rates if you arrive in a Swedish vehicle. Tickets will be provided.

Application forms can be found at the website www.swedishday.co.uk – or by phoning Robin on 07515 112120 or e-mail: robin@swedishday.co.uk or by post. Swedish Day, 10 Arundel Road, Yeovil, BA21 5JZ.

Those who want to arrive on the day can fill in the form and hand it in at the gazebo on arrival.

Thank you very much for supporting the first year's event and we look forward to seeing you again in May.

Robin.

Peaks & Dales

4-5 June 2010

New route to be confirmed.

For more information contact Richard Elliott

Tel: 01457 852944

New SOC Group for Kent Area

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

The last 'Driver' prompted a good response.

Please e-mail me if you would like to attend a meet
andrewdunne@aol.com
Hope to hear from you.

Andrew Dunne

New SOC Group for the North Wales area

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

If you are interested please email on:

elfrida@talktalk.net
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Dave on 01352 756445

WHAT'S ON

MARCH

Tuesday 2nd West Midlands and Warwickshire Saab

Club night at the Stonebridge Pub at The junction A45/A452 just one mile from Birmingham airport. Meeting starts at 7.30pm – for more information contact wmwsoc@yahoo.co.uk

Wednesday 3rd Cheshire and Staffordshire Saab

The Red Bull, Congleton Road, Church Lawton, Cheshire at 7.30pm - saab.95@hotmail.co.uk

South West Saab
Pub meet at the Airfield Tavern from 8.00pm
www.southwestsaab.co.uk

**Saturday 13th
Beds Herts and Bucks**
Meeting at the Green Man, Eversholt. We will be there from 1.00pm. For more information please contact Christian.sawers@googlemail.com

**Friday 19th-21st
SCOTTISH WEEKEND 2010**
The Royal Hotel, Bridge of Allan, Near Stirling. Tel: 01236 752089 E:emills1812@blueyonder.co.uk Paul.Mills@tannoy.co.uk

**Tuesday 23rd
North West Saab**
Meet in Manchester in the evening - all welcome - see www.saab-nw.co.uk or contact John 0161 9299155 or Richard 01457 852944.

**Wednesday 27th
South Yorkshire Saab**
AGM at the Clubhouse at 8.00pm. For more information please contact member@saabinn.fsnet.co.uk

**Sunday 28th
South West Saab**
Proposing a tour to Paris joining up with our French/Belgian friends who have a classic 900 meeting. Hope to get around 100 900s there.
If plans go well, we will go via the tunnel during the Saturday, stay somewhere close so we can be in Lille when one of the convoys gets under way.
The meeting is during the Sunday at an air museum near Paris. You are welcome to join us but we have been told it has to be a Classic 900.
Details from Alex or Robin, but keep an eye on the website www.southwestsaab.co.uk for more details as we get them.

**Wednesday 31st
South Yorkshire Saab**
Natter 'n' Noggin
member@saabinn.fsnet.co.uk

APRIL

**Sunday 4th
Cheshire and Staffordshire
Saab**
Attending Weston Park Classic Car Show - £3.00 entry. Contact Chris Boffey for more details saab.95@hotmail.co.uk

**Tuesday 6th
West Midlands and
Warwickshire Saab**
Club night at the Stonebridge Pub at The junction A45/A452 just one mile from Birmingham airport. Meeting starts at 7.30pm – contact wmwsoc@yahoo.co.uk

**Wednesday 7th
Cheshire and Staffordshire
Saab**
The Red Bull, Congleton Road, Church Lawton, Cheshire at 7.30pm - saab.95@hotmail.co.uk

South West Saab
Pub meet at the Airfield Tavern from 8.00pm. Everyone welcome
www.southwestsaab.co.uk

**Saturday 10th
Beds Herts and Bucks**
Meeting at the Green Man, Eversholt. We will be there from 1.00pm. For more information please contact Christian.sawers@googlemail.com

**Sunday 11th
South West Saab**
Treasure Hunt from the Airfield Tavern Yeovil at 9.30am. £2.00 per car which goes towards the prizes. Great event last year, everyone invited, even if you don't have a Saab.

**Tuesday 27th
North West Saab**
Meet in Manchester in the evening - all welcome - see www.saab-nw.co.uk or contact John 0161 9299155 or Richard 01457 852944.

**Wednesday 28th
South Yorkshire Saab**
Nibbles at Wadworth
member@saabinn.fsnet.co.uk

MAY

**Sunday 2nd
Cheshire and Staffordshire
Saab**
Attending Catton Hall for a Classic Car and Bike Show - £2.50 entry. Contact Chris Boffey saab.95@hotmail.co.uk

**Tuesday 4th
West Midlands and
Warwickshire Saab**
Club night at the Stonebridge Pub at The junction A45/A452 just one mile from Birmingham airport. Meeting starts at 7.30pm – contact wmwsoc@yahoo.co.uk

**Wednesday 5th
Cheshire and Staffordshire
Saab**
The Red Bull, Congleton Road, Church Lawton, Cheshire at 7.30pm - saab.95@hotmail.co.uk

South West Saab
Pub meet at the Airfield Tavern from 8pm
www.southwestsaab.co.uk

**Saturday 8th
Beds Herts and Bucks**
Meeting at the Green Man, Eversholt. We will be there from 1.00pm. Contact Christian.sawers@googlemail.com

**Sunday 9th
SWEDISH DAY UK**
Haynes International Motor Museum. See Noticeboard on page 23 for more information or visit www.swedishday.co.uk

South West Saab
Looking after the SOC stand at Swedish Day UK
www.swedishday.co.uk

**Tuesday 25th
North West Saab**
Meet in Manchester in the evening - all welcome - see www.saab-nw.co.uk or contact John 0161 9299155 or Richard 01457 852944.

**Sunday 30th
Cheshire and Staffordshire
Saab**
Attending Capesthorne. Entry to this event is £3.00. Contact Chris Boffey saab.95@hotmail.co.uk

South Yorkshire Saab
Group display at Thornton le Dale Classic Car Show. Contact: member@saabinn.fsnet.co.uk

JUNE

**Tuesday 1st
West Midlands and
Warwickshire Saab**
Club night at the Stonebridge Pub at The junction A45/A452 just one mile from Birmingham airport. Meeting starts at 7.30pm – contact wmwsoc@yahoo.co.uk

**Wednesday 2nd
Cheshire and Staffordshire
Saab**
The Red Bull, Congleton Road, Church Lawton, Cheshire at 7.30pm - saab.95@hotmail.co.uk

South West Saab
There will not be a meeting on 2 June as we have decided to go on a summer tour of pubs around our area. The first one will be: 9 June – 'South West Saab On Tour'. This months pub get together will take place at the Blue Ball, Sandygate, Exeter from

7.00pm. Either convoy down together or meet there. July and August TBC in next 'Driver'.

**Friday 4th-5th
PEAKS & DALES**
New route to be confirmed. Richard Elliott - 01457 852944. MUST BOOK IN ADVANCE

**Sunday 6th
Cheshire, North Shropshire
and Staffordshire Saab**
Spares Day 2010 at RAF Cosford Museum at 9.00am For more information contact Martyn Ashcroft Tel: 01782 878405 (after 3.30pm) or Chris Boffey Tel: 01270 624659.

**Wednesday 9th
South West Saab**
First of our Summer pub tours. South West Saab on tour, pub meet at the Blue Ball, Sandygate, Exeter from 7.00pm
www.southwestsaab.co.uk

**Saturday 12th
Beds Herts and Bucks**
Meeting at the Green Man, Eversholt. We will be there from 1.00pm. Contact Christian.sawers@googlemail.com

**Friday 18th-20th
14TH LAKELAND GATHERING**
Camping & Spares Weekend, Cockermouth Rugby Club. Contact Derek Best for more details.

**Sunday 20th
West Midlands and
Warwickshire Saab with
Cheshire and Staffordshire
Saab**
Attending Trentham Gardens. This is one not to miss, entry will be £3.00 per car with free access to the grounds. Get booked now! Contact Chris Boffey saab.95@hotmail.co.uk

**Tuesday 22nd
North West Saab**
Meet in Manchester in the evening - all welcome - see www.saab-nw.co.uk or contact John 0161 9299155 or Richard 01457 852944.

JULY

**Saturday 3rd
South Yorkshire Saab**
(June meet) By the Pond in Dunscoft
member@saabinn.fsnet.co.uk

**Sunday 4th
West Midlands and
Warwickshire Saab with
Cheshire and Staffordshire
Saab**
Attending Cars in the Park Lichfield. This is always a popular event entry £3.00. Chris Boffey saab.95@hotmail.co.uk

Ellie wants your dates!

The Rolling Diary is proving hugely popular with Members, so please do support any activities in your area. Please fax any events to Ellie Wilson on 01527 403596 or e-mail: elli.wilson@virgin.net giving dates, times, locations and a contact name, number and e-mail plus, if required, a few words about the event. The deadline for 'WHAT'S ON' ONLY in the May 2010 issue is 26th March 2010.

PLEASE QUOTE YOUR MEMBERSHIP NUMBER ON ALL CORRESPONDENCE

Wednesday 7th Cheshire and Staffordshire Saab

The Red Bull, Congleton Road,
Church Lawton, Cheshire at
7.30pm - saab.95@hotmail.co.uk

Saturday 10th Beds Herts and Bucks

Le Mans Classic Weekend
Please contact us if you
are interested.
Christian.sawers@googlemail.com

Friday 23rd-25th NATIONAL EVENT 2010

Come to our fantastic weekend
of fun and Saabs at Bath Race
Course, near Bath. More details
to follow in the next edition of
the 'Driver'.

South Yorkshire Saab
Group visit to SOC National
member@saabinn.fsnet.co.uk

Tuesday 27th North West Saab

Meet in Manchester in the
evening - all welcome - see
www.saab-nw.co.uk or contact
John 0161 9299155 or Richard
01457 852944.

AUGUST

Sunday 1st Cheshire and Staffordshire Saab

We are in the planning stages of
attending Woodvale. Please
contact Chris Boffey to confirm
saab.95@hotmail.co.uk

Wednesday 4th Cheshire and Staffordshire Saab

The Red Bull, Congleton Road,
Church Lawton, Cheshire at
7.30pm - saab.95@hotmail.co.uk

Saturday 14th Beds Herts and Bucks

Meeting at the Green Man,
Eversholt. We will be there from
1.00pm. For more information
please contact
Christian.sawers@googlemail.com

Sunday 15th Cheshire and Staffordshire Saab

Attending Shugborough Hall.
Fantastic grounds and Hall, and
of course a great Classic Car line-
up. Please join us. Entry for this
event will be £2.50. Contact Chris
Boffey for more details
saab.95@hotmail.co.uk

Tuesday 24th North West Saab

Meet in Manchester in the
evening - all welcome - see
www.saab-nw.co.uk or contact
John 0161 9299155 or Richard
01457 852944.

Sunday 29th Cheshire and Staffordshire Saab

Attending Capesthorpe, we like
this event so much we will do it
twice this year, and you are
welcome to join us.
Contact Chris Boffey
saab.95@hotmail.co.uk

Monday 30th
Cheshire and Staffordshire Saab
Will be attending Oulton Park.
This is a popular event with many
makes of vehicles on display, a
really nice way to spend
the Bank Holiday. For more
information contact Chris Boffey
saab.95@hotmail.co.uk

SEPTEMBER

Wednesday 1st Cheshire and Staffordshire Saab

The Red Bull, Congleton Road,
Church Lawton, Cheshire at
7.30pm - saab.95@hotmail.co.uk

Saturday 4th
South Yorkshire Saab
(August meet) Barby at Wadworth
member@saabinn.fsnet.co.uk

Sunday 5th Cheshire and Staffordshire Saab

Attending Cholmondley Castle.
For a truly fantastic day of classic
motoring displays - £3.00 entry.

Contact Chris Boffey
saab.95@hotmail.co.uk

Saturday 11th Beds Herts and Bucks

Meeting at the Green Man,
Eversholt. We will be there from
1.00pm. For more information
please contact
Christian.sawers@googlemail.com

Tuesday 28th North West Saab

Meet in Manchester in the
evening - all welcome - see
www.saab-nw.co.uk or contact
John 0161 9299155 or Richard
01457 852944.

OCTOBER

Wednesday 6th Cheshire and Staffordshire Saab

The Red Bull, Congleton Road,
Church Lawton, Cheshire at
7.30pm - saab.95@hotmail.co.uk

Saturday 9th Beds Herts and Bucks

Meeting at the Green Man,
Eversholt. We will be there from
1.00pm. For more information
please contact
Christian.sawers@googlemail.com

Tuesday 26th North West Saab

Meet in Manchester in the
evening - all welcome - see
www.saab-nw.co.uk or contact
John 0161 9299155 or Richard
01457 852944.

Wednesday 27th South Yorkshire Saab

Ruth's Supper.
member@saabinn.fsnet.co.uk

NOVEMBER

Wednesday 3rd Cheshire and Staffordshire Saab

The Red Bull, Congleton Road,
Church Lawton, Cheshire at
7.30pm - saab.95@hotmail.co.uk

Saturday 13th Beds Herts and Bucks

Meeting at the Green Man,
Eversholt. We will be there from
1.00pm. For more information
please contact
Christian.sawers@googlemail.com

Tuesday 23rd North West Saab

Meet in Manchester in the
evening - all welcome - see
www.saab-nw.co.uk or contact
John 0161 9299155 or Richard
01457 852944.

Wednesday 24th South Yorkshire Saab

Natter 'n' Noggin
member@saabinn.fsnet.co.uk

DECEMBER

Wednesday 1st Cheshire and Staffordshire Saab

The Red Bull, Congleton Road,
Church Lawton, Cheshire at
7.30pm - saab.95@hotmail.co.uk

Saturday 11th Beds Herts and Bucks

Meeting at the Green Man,
Eversholt. We will be there from
1.00pm. For more information
please contact
Christian.sawers@googlemail.com

Wednesday 15th
South Yorkshire Saab
Group Christmas Buffet
member@saabinn.fsnet.co.uk

Tuesday 28th North West Saab

Meet in Manchester in the
evening - all welcome - see
www.saab-nw.co.uk or contact
John 0161 9299155 or Richard
01457 852944.

2011

JANUARY

Wednesday 26th
South Yorkshire Saab
AGM Meeting
member@saabinn.fsnet.co.uk

South West Saab

It was great to see many of you on the Saab Support Convoy. It was an
extra event no one had planned in their diaries. We thought we had best
update you with a few dates and ideas we have for the start of 2010. See
the diary for details.



East Anglia Saab

I have arranged for our January, February and March
2010 (+AGM) meetings to be held at: The Bunbury
Arms, Ixworth Road, Great Barton, Suffolk, IP31 2NX
from 7.00pm onwards. They run a carvery and
restaurant, bags of room, great atmosphere, home
cooking and a large car park.

I hope this will be an easy location for East Anglia
Saab Owners to reach and very much look forward to
seeing you there.

Meantime, our December meet will again be at The
Black Horse, Thorndon, Eye, Suffolk IP23 7JR. Food
served between 6.00 and 9.00 - and again, looking
forward to seeing you there.

All correspondence to:

Ellie Wilson

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

Tel: 01527 403596,

E-mail: branches@saabclub.co.uk

Contacts

THIS LIST REPLACES ALL OTHERS

BEDFORDSHIRE, HERTFORDSHIRE & BUCKINGHAMSHIRE SAAB

Christian Sawers
Tel: 01525 402749
E: christian.sawers@googlemail.com

CHESHIRE, NORTH SHROPSHIRE & STAFFORDSHIRE SAAB

Chris Boffey
66 Brereton Drive
Nantwich, Cheshire, CW5 6HF
Tel: 01270 624659
E: sc.s.branch@ntlworld.com
www.2csaabbranch.org

CUMBRIA SAAB

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

DALE SAAB

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

DUMFRIES, GALLOWAY & BORDERS SAAB

Gerald Chamberlain
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Carlisle, Cumbria, CA2 7NB
Tel: 01228 537 838

DURHAM SAAB

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Belmont, Durham, DH12AH
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E: soc.jwood@btopenworld.com

EAST ANGLIA SAAB

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Scole, DISS
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Tel: 01379 740 158
E: sootyasaab@aol.com

EAST MIDLANDS SAAB

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www.eastmidlandssaab.co.uk
E: peter@eastmidlandssaab.co.uk

EAST SUSSEX SAAB

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EBOR SAAB

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East Yorkshire
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01482 847120

FIFE AND TAYSIDE SAAB

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Windygates
Fife
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E: jackthesaab@hotmail.com

HAMPSHIRE & ISLE OF WIGHT SAAB

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2 Alverstone Cottage
Alverstone Road
Whippingham
East Cowes
Isle of Wight
PO32 6NN
Tel: 01983 880 084
E: ricky@starfishdesign.co.uk

LANCASHIRE SAAB

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

Please note the groups highlighted have returned their attendance registers.

Groups Sub-Committee Local Liaison Officers

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

NORTH WEST SAAB

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

SOUTH WEST SAAB

Alex or Robin
10 Arundel Road
Yeovil, Somerset
alex@southwestsaab.co.uk
Tel: 07963 066384
robin@southwestsaab.co.uk
Tel: 07515 112120

SOUTH YORKSHIRE SAAB

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

SURREY & WEST SUSSEX SAAB

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Barnsbury Farm Estate
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Tel: 07711 439 585
E: m.dey@btinternet.com

THAMES VALLEY SAAB

WESSEX SAAB

Nigel Bailey
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E: nhbailey@btinternet.com

WEST MIDS & WARWICKSHIRE SAAB

Rich Bone
160 Ardath Road
Birmingham B38 9PE
E: wmsoc@yahoo.co.uk
www.wmsoc.co.uk

Hello and welcome to another Group section, I will try and keep this one brief, but you know me I can talk for England, so don't be surprised when I end up with four pages of chat.

Firstly, I will start with a telling-off I got from a Member of the South West Group Mik Sansom it goes as follows.

Ellie being told... Off!

On reading your latest sparkling 'Around the UK', I felt I had to respond to your 'What on earth possessed you guys to go up into the sky with no engine?'

I was the guy who organised the event and being an ex-instructor and glider owner, I have answered many questions like this before.

To the statement of 'But you have no engine', my reply became "Oh yes we do, it's just parked ninety-three million miles away and we have to work out how to use it."

And use it, we certainly can, in little 'ol GB our national records are, for example, absolute height 11,570 metres (about 38,000ft or over seven miles) and maximum distance travelled in one flight of 1108km (nearly 700 miles) and as for speed, in competitions, a race round a 500km triangle (310 miles) is frequently set and the current fastest gives an average of 109km/hr or nearly 70mph. Not bad without an engine is it?

World records are even more impressive, with absolute height of over 15,000 metres (50,000ft) and distance over 2000km (1400 miles) achieved.

Gliding is a funny sport, on the ground we work as a closely-knit team whose objective is to get the guy in the glider safely airborne but that guy is then responsible for all the decisions required for him to have an enjoyable flight and then get safely back on the ground.

Perhaps next year (2010) you would like to come down and see what happens – perhaps you would even like to fly! Access is easy for you, straight down the M5 and turn left at Junction 28.

Thanks for your efforts in supporting the Group and your 'Around the UK' section – long may it continue.

Mik

After the above e-mail I wondered if it was safe to raise my head above my PC let alone respond! But, as I was compelled not to leave a story unfinished I contacted Mik to seek permission to print the above, the following correspondence then followed.

Ellie – "Hi Mik, would you mind if I printed your e-mail in the next 'Driver'?"

Mik – "Not at all, I can talk gliding for hours!" What I did intend to add, if you did decide to fly with us, is that you can even 'have a go' at flying the aircraft, with the help of a qualified instructor of course, it really is magic floating over the Devon countryside." Mik

Guess what my response was? You are absolutely right... thanks, but no thanks.

But seriously though, thanks for your kind offer Mik, and I am sure that all the SWSOC team enjoyed the day out, see you at an event in 2010.



Saab Scrap! ...read on

It was a cold January afternoon when the petrol gauge on my car decided to inform me that I would need fuel very shortly or the car would grind to an unscheduled stop. Fearing the embarrassment, I stopped at a garage to oblige the fuel tank. While filling up my eyes were wandering around the adjacent Citroën dealership and a gold coloured C900 of 1988 vintage caught my eye. The car was parked tightly against a wall and the passenger side wing mirror had actually broken off, obviously while they were parking it up. After paying for the fuel, I wandered over to see why Citroën had this car in their storage yard. It did not take long to find out that the car had fallen victim to the government scheme of getting older vehicles off the road. I was nearly in tears. While I was not allowed the keys to have a look inside, I was told I was free to wander around the car etc.

This C900 was obviously cared for all of its life and was in very good condition, and still had three months' tax. If I were to hazard a guess I would go as far as to say it was a one-owner-from-new car. While I am not against protecting the environment etc, I must say that this is definitely not the only Saab, or for that matter any car of interest that has fallen to this demise. While there are some cars that should without hesitation go to the scrap yard in the sky, a lot of good heritage cars do not deserve this fate.

And... try as you might the garages who purchase these cars under this scheme cannot resell the cars; I was gutted. However, I am glad that the scheme is coming to an end now, so some of these more interesting and historical cars will be saved.

If you know of someone who has a Saab they want to get rid of, please encourage them to advertise for free (SOC Members), within the 'Driver'. If, however, they are not a Member, a small charge will apply. Who knows, the Saab they are about to send to the great scrap yard in the sky may be worth more than the £2000 being offered, to clear the roads of these apparently less environmentally-friendly cars. What really gets me is that I still see many cars that have obviously not been regularly serviced and belching out what appears to be the afterburn of an oil refinery on the road. These are the cars that should be heading for the crusher and not cars that have been looked after by careful owners... what do you think?

NEC 2009-2010

Craig Bell, who had the 900 on display at the NEC in 2009, wrote to me to express the following.

"Have received my 'Driver' magazine today and would just like to say what a brilliant job you have done on covering the event. Also a big thanks for the whole NEC weekend as you did a fantastic job of organising it all. I had a fantastic weekend and thank you for inviting me. A thanks from my dad also for supplying him with an SOC T-shirt. He enjoyed the weekend as much as I did and helping out on the stand. I will see you this year at the National Event. I am trying to get my hands on a Black 99 Turbo to add to the collection. Can't find out the owner at present, but as soon as I do I will be making an offer."

Craig Bell

Thanks Craig. It is me who should be grateful to you and all the other Members who kindly allowed the use of their cars for the event, talking of which this year the Saab 9000 will be 25 years young, and to mark this occasion the NEC Event will have an emphasis on the 9000. I am sure you won't be disappointed with the 2010 SOC display.

NorthWest Saab Group Annual Dinner

The 25th Annual Dinner of the North West Group was held for the second year running at the 'Home' Italian Restaurant in Lymme, Cheshire. There were 30 people who enjoyed a super three-course meal and coffee for a 'special' deal of £14 per head.

It was also the day of the signing of the deal between GM and Spyker for the future of the Saab Marque, so it became a truly momentous night.

Club Chairman, Richard Elliott, read the transcript of the details that had been published regarding the deal to a rapturous applause. Richard then said the deal has been signed but the details still have to be ratified.

Thanks for the feedback. Incidentally, I was questioned by Members of the North West Saab Group as to why I had not visited them as I appear to have been to most other Groups. Well I promise that this year I will be attending the Peaks and Dales and, if I get more notice, I will also attend your Annual dinner... see you at Peaks and Dales.



Local Groups dates and information is important, please read on....

I've just joined the SOC and got my first copy of the 'Driver', which is great. I noticed the SW Group and have a home in Lymstone, near Exeter, so hope that you meet somewhere near there. I can't find a listing for your regular meeting in the 'What's On' section, but a mention is made elsewhere of your pub meet at the Airfield Tavern. Where is that?

"I've just acquired a 1982 900 Turbo which had over £7,000 restoration spent on it with Two Stroke Saab. Sadly the owner died before the car was finished and I have bought it from his executor. It has sat in a garage for two years since the restoration, but after some light recommissioning is running beautifully, apart from a fuel gauge; it's stuck on full, which I'll have to watch.

"The Saab completes my line up of five classics, running from the 1940s to the 1980s. I work in design and have an interest in cars from the design aspect, hence left-field and innovative cars such as Saab. I've got two Citroëns, a Traction Avant and an SM, a Lancia Flavia Convertible and an 'S' Type Bentley Continental. All stylish, innovative and interesting examples of design and engineering and the Saab is a good addition. Plus our 'modern' is a Renault Avantage, definitely different!

I have happy memories of Saabs in my teenage years. My uncles ran a Saab dealership in Loftus, Yorkshire, and would loan my father the latest demonstrator for summer holidays. I remember at age 16 being vastly impressed by a new 99 that took us from Northumberland to Brittany. It was like space travel compared to my father's, by then, ancient, Mk1 Cortina. All I need now for my new Saab is a 'Stokoe Brothers Saab Dealer' sticker - I wonder if there is one still out there.

Needless to say with all these cars I spread myself rather thinly between several different car clubs and am actively involved with three of them. However, I hope to make some of your meetings in 2010.

Tony Stokoe

Ellie Going?

I have had lots of Members contact me via phone and e-mail expressing dismay at my possible departure... I did not say it was definite, what I said was 'maybe'. To that end I have been told in the most forceful way that I am to stay... who am I to argue with the likes of Dave Garnett (Editor) and Members such as Mike Philpott and Robin Morley, not least forgetting John Howard from the NorthWest Saab Group, and a special mention to Tom McCombe of Derbyshire who phoned me on the day he received the last edition of 'Driver' to say the picture where I apparently looked over the moon was (quote) 'just what Saab owners of the world need right now'. I gather this picture has now reached international status, when I find out who sent this picture to the Editor they will have a lot to answer for (South West Saab!) The dismay at no more rattling from Ellie, was stressed furthermore at the 'Save Saab Convoy' by many Members. I think the event should have been renamed to 'Save Ellie' as I thought I was going to be hung drawn and quartered if I did not relent!

On a serious note... as if I can be serious, thanks for all your e-mails, don't forget to send things to me for inclusion in these pages no matter how small the article may be, even if it's a telling-off.

Group Mumbblings...

Over the last two weeks I have had some real interest in starting up new Groups in various areas, namely Scotland (Edinburgh) and North Wales (Llandudno area). We are gauging interest to see if there are anymore Members in these areas who would like a local Group. Please contact the Members detailed on the postbag pages; the SOC is really keen to help Groups start up and of course for established Groups to keep going. If there is anyway I can help please don't hesitate to contact me - please see the noticeboard for any available information.

Silver dream machine

SOC Member Neil Thommesen, who I met at the NEC Classic Car Show, has sent me an email detailed below and some fantastic pictures of his Saab 99.

I've attached some photos of my 99GL as promised while talking to you at the NEC Classic Car Show. I must say it was a pleasure to meet and talk with you on the Saab Owners Club Stand at the NEC.

My 99 was registered July 1983, though the VIN No shows that it was built in 1982 by Saab Valmet (Finland). Obviously it had been stored for a few months prior to being registered. As you can see by the photos it's got the older design radiator grille, the 1983 model year had the newer re-vamped radiator grille.

I acquired the 99 five years ago from a local garage who had to register the car, because he'd had it longer than six months. This was due to the car simply not being sold. The V5 document now shows two previous keepers.

The 99 is unrestored and original, the current mileage is a genuine 5062 miles. Due to the low mileage I don't use the car much apart from the occasional Saab gathering. I service and maintain the 99 myself, however I do still have the ticket to redeem for the first service which I'll keep as part of the car's history. I managed to get this as well as the original handbook in the blue wallet from the original owner's family.

Even though I knew the car's history I still purchased a VQ7 from the DVLA. These give you the cars history and the details of all previous owners. An excellent thing to have for any car's history. Through this I then managed to trace the family of the deceased owner, this then led to me getting all the other documents including the original tax disc, plus the tax disc holder giving the details of the original supplier and a copy of the 99 sales brochure.

I've been a Saab Owner for over 20 years and currently have a 9-3 Diesel 2.2 for everyday use. Thanks again Ellie.

Now maybe I am missing the point here... but from what I have read Neil really likes this car, and I guess he won't be selling it anytime soon! Keep up the good work Neil and thanks for writing in.



Group Books 2009-2010

Don't forget to return Group Books by the end of March. I will then post out replacements, as soon as I get your old book.

Cheshire and South Staffordshire Saab

Chris Boffey from the above Group, has sent in a very comprehensive listing for their diary for 2010, and has asked me to mention that all the events they are holding are open to all to attend as part of the Group. Please use the contact details within the dates to get more information and event details. The invitation is also open to their popular Club nights.

East Anglia Saab... message from Haydon Wilding

Well I have taken the opportunity to update the website, whilst having to update the diary for 2010. Please do have a look at www.easaabclub.co.uk. I would like to add some more pictures of Group Members' cars, and perhaps add further news/events etc so I am looking for feedback and would invite you to send me articles to add on.

Ellie says: Well done EASOC, great website, I will see you at one of your events this year.

Get Ready for Summer

It's getting to that time of year where we start thinking about a summer cabriolet, I received a very concerning letter from a Club Member, Sam, as follows.



"I have a very sad situation. I have just bought a 9-3 Cabriolet, and because of the size of my current fleet of cars, I have to sell one, I have opted to sell the C900 Cabriolet, and hope it will go to a good Saab loving home. It is a 'J' registered car, and is in excellent order, the body and interior is in great shape; I have seen to that personally as I run a valeting company. The car will have 12 months' MOT at the time of sale, and has a full service history. Please ask any prospective buyers to contact me at www.valetwithstyle.com I am asking £4400 ONO. Contact Sam via the e-mail address above."

Ellie says: I am glad you are staying loyal to Saab, and I hope the car goes to a deserving home. I love the C900 convertible.

SOC Group Events 2010

As you will see from the 'What's On' pages, there are a lot of events listed for the coming months, the list will also be updated on the SOC website: www.saabclub.co.uk please do try to attend a meet or event if you can, I will of course attend each Group for an event this year, and hope to see you there.

Save Saab

Josephine Gatsonide decided that although what will be will be, she would not let Saab Members of the UK not make a protest first ...too right! To that end a 'plan' was put together headed up by Josephine, Mike Philpott, and Dave Ross, to get as many Saab drivers together to... well, just put our feelings across to Saab and GM Motors.

A list of possible attendees was started on the UK Saab's forum and slowly the list gathered pace, at one stage I saw a post hoping to get a fiftieth person to sign up, very soon this list had exceeded 80 signatures and headed for 100!

The Directors of the SOC had already linked up with the Save our Saab Team, and had actively posted all the relevant information on the SOC website, and sure enough, offered the funds to cover any shortfall in expenses. Support also came from many other Saab dealers and Saab Specialists throughout the country. I was kindly loaned a Saab 99 (of 1984 vintage), by Dave Ross which was a pleasure to drive, this put me in the right spirit for the occasion.

The Northern participants met up at Northampton services where the group rapidly grew to 27 Saabs of all varieties. We duly set off towards Luton with SOC Member John Wilcox aka 'Transit80' leading the convoy.

As we left the motorway at Junction 10, by pure coincidence we merged with another convoy from the south. As we entered the first rendezvous in Luton, the car park was already pretty much full and the overflow car park was quickly commandeered and very soon that was full too!

Some very impressive cars rolled in and to my amazement, three Two-Strokes arrived within minutes of each other, the distinctive sound was a pleasure for all to hear.

At midday the Marshalls started to line up cars to depart in batches of 10, whereupon they did a slow drive-by of the GM Headquarters. With this done we set off on the final leg of the journey to Duxford Air Museum. We had the absolute honour



Convoy 17 January 2010

of being addressed by Mr Saab himself... yes Erik Carlsson. The passion in his voice during the delivery of his welcoming speech was overwhelming, the whole room was filled by the grace and love of the Saab motor car. When he was asked to cut the cake which had been provided, Erik quipped: "Shall I cut it... on the roof?", the whole room was in hysterics. We in the UK were most blessed to have had one of the most important people within the Saab circles in our presence (eat your heart out rest of the world!).

Poor Erik Carlsson then had his work really cut out, as the demand for his autograph on books and anything else they had to hand was great, I even saw one person walking away with a signed Sun Visor they had just removed from their car to be signed.

Hilary Philpott duly started the raffle, sadly I did not win a thing, but, I thought it's the taking part that counts and I really had a great day. As usual I met lots of people and had a chat with everyone I met... see I am not that scary after all, am I! A lot of local Groups attended, SouthWest Saab, Beds, Herts and Bucks, West Midlands Saab, EMS, East Anglia Saab, East Sussex, NorthWest Saab, Cheshire and Staffs Saab, and Lancashire Saab – all had representatives there, well done to you all. I know some of you had very long journeys, but your dedication shone through, Ebor Saab had already sent apologies as they had already booked their Christmas meal, which clashed with the day's proceedings, which would have resulted in them losing their paid deposits, (I will see you guys at an event soon).

As you may know this event was not unique to the UK, it was taking place all over the world on the same day. I hope that by the time this is printed Saab will once again be safe, and will continue to make fantastic cars, but you can rest assured the Saab Owners Club will continue to support and help Saab owners for a long time to come.

Ellie



SAVE SAAB

The Save Our Saabs convoy to support Saab took place on Sunday, 17 January 2010. Events also took place across the globe in Holland, America, Sweden, France, Singapore, Switzerland and Japan to mention a few.



Erik Carlsson with three ex-Chairmen, Mike Philpott, Dave Garnett, Peter Turner and current Chairman Richard Elliot.



Josephine Gatsonides conceived the initial implementation of the UK run. The event was sponsored by the SOC, a team of Mike and Hilary Philpott and Dave Ross organised all the logistics for the event, the paperwork, the route and the initial gathering point. The Marshals were provided by the Club at the start and at the finish at Duxford.

Fortunately the weather was on our side, after the worst spell of winter weather for a decade it was wall to wall sunshine but very cold.

It was great to see our Club President, Erik Carlsson – 'Mr Saab' at the start, he toured the parked vehicles and spoke with many of the participants in the 'drive'.

The convoy left at about 11.30am led by Erik and some 200 vehicles made their way past the totally deserted GM Headquarters before continuing to Duxford. Some 80 cars were exhibited on the hardstanding in front of 'Wing Commander' Joe's Cafe.

The participants in the convoy then gathered in the cafe for a de-briefing (RAF language),

Josephine said a few words before handing over to Erik.

One of the major sponsors, Cambridge Saab, had provided a huge cake in the form of a 92, which was ceremonially cut by Erik, Hilary then cutting and distributing to all assembled.

A raffle had been organised and it was now time for the draw. There were many super prizes provided by our sponsors, to whom we are most grateful.

The event was drawn to a close and the cars left Duxford heading in every direction for the return journey home.

Unclaimed raffle prize numbers are: BLUE: 26, 62, 40, 102 and 164, GREEN: 8, 31, 58, 107, 108 and 109, PINK: 64, 68, and 76

If you hold one of these numbers please e-mail or write to: editor@saabclub.co.uk to claim your prize.

The day after the event Erik Carlsson was admitted to hospital for a scheduled operation and I am sure that you will join us in wishing him a speedy recovery.

The Saab Owners Club and Organising Team would like to thank the following for their valued contributions of raffle prizes and donations. Without you we would not have been able to raise the money towards the cost of this event.

Raffle Prizes and donations

Abbott Racing Motorsport
Alexanders of Stockton & York

Astley Saab

Ballards of Finchley

Bay Horse Saab

Beechwood Derby

Bell & Colvill Saab

Bond Street Saab

Brindleys Saab & Chevrolet

Cambridge Saab

Canterbury Saab

Concept Saab - Sutton

Coldfield

Droitwich Saab

EMS Branch SOC

Euro-saab-parts-direct.com

Hughes Saab

Lookers Saab Chester

Neo Brothers

Nordic Saab & Volvo

Saab Enthusiasts

SaabTec

Saab Tech UK Ltd

Skurrays Saab

Southampton Saab

Squire Furneaux

Thurlow Nunn

Western Saab (Newcastle)



**SAVE
SAAB**

As many of you know, on 17 January there was a big Save Saab Convoy taking place in many Countries around the World. As a Group we decided that we wanted to take part and support this great idea which was started by the Dutch.

South West Saab

GO ON CON





VOY

So just after 6.00am I went along and picked Alex up in a Black 9-3 Convertible I had borrowed from one of our Group Members, Andy Briggs. Waiting at the end of his road were Mike and Bob who had travelled up from Weymouth in Mike's 9-3. Also waiting was Malcolm and his son who had travelled up from the Dorchester area in a 9-3 TTiD. We three Saabs then travelled to Sparkford where we met up with two more Saabs, a 9-5 Turbo Edition Estate and a Classic 900 with a third one, 9-3, catching us up en route. So six Saabs travelled up to Reading services together with Jerry

Peck from Astleys Saab leading the way in his 900 Turbo Convertible.

At Reading we were greeted by two more classic 900s and while we chatted and had a coffee we were joined by nearly a dozen more Saabs including a Two-Stroke 96.

Then it was off to Luton in a now much longer convoy.

Without too many problems we arrived at the meeting place in Luton where there were Saabs everywhere. A fantastic sight. I think there were around 120 Saabs parked up. Erik Carlsson was there with his daughter and was happily chatting away with other Saab fans. After about 90 minutes small batches of Groups started to leave for the drive to Duxford. We decided to go with the roof down so Alex could do some videoing, which is on YouTube. Tap in 'savesaab England convoy' to find it or go to <http://www.youtube.com/watch?v=eealaWpkHVv> as a direct link. At Duxford our car was one of the chosen 50 which was able to park inside the grounds, so after picking up Bob and Mike we went in and parked

up with the others. Coffee was a welcome sight as we all chatted and met new friends and old. Later in the afternoon Eric and Josephine made a thank-you speech and cut into a giant URSaab sponge cake provided by Cambridge Saab and toasted the convoy and Saab.

Sometime around 4.00pm all the Saabs started to leave so we taxied Bob and Mike back to their car and started our journey home.

We met up with David Lowe at Fleet services for dinner and another nice chat. Finally dropped Alex off at 9.00pm. Yes a long but very enjoyable day out.

A big 'well done' to everyone in the Club, especially to Josephine for starting the whole English part of the World Convoy off.

Alex and I have put a few photos on flickr.com for those interested. www.flickr.com/photos/trollpowersaab/sets/72157623105779239/ and www.flickr.com/photos/23946388@N05/4285965566/

Robin Morley
SouthWestSaab



**SAVE
SAAB**





All photos by Lance Cole



Spirit of Saab SAVoured

Lance Cole

Lance rode a Saab 96 in the UK Saab convoy

I had forgotten just what fun the Two-Stroke Saabs are. Thanks to the kindness of ex-Saab GB technical director, Chris Partington, I joined the UK Saab Support Convoy in his lovely Blue 1963 Saab 96 – complete with four-speed gearbox and the full radiator blind kit.

Chris, along with his wife and I, buzzed across country in the burbling, wailing, all-singing stoker – its manic 'thrum' and 'burble' bouncing off the ice-bound winter landscape.

Chris used to drive works supports cars for Erik Carlsson and it shows – Chris really knew how to handle the little 96 – rally style and fully stoked up, with the superb feel of the direct steering and strong brakes allowing the driver to point the car with accuracy. Chris told great tales of the 1970s and 1980s heyday of Saab GB and life on the rally support team.

Then we parked up at our first convoy meeting point and had a chat with Erik – as you do...

Onwards then to Duxford and the Imperial War Museum where Josephine Gatsonides, Mike Philpott, and all helpers from the Saab Owners Club, dealers et al, had an emotional and nostalgic Saab gathering; the cake was great (thanks Cambridge Saab) and Erik Carlsson cut it open 'on the roof' – as bidden by us all!

Swedish Day UK organiser and SU favourite Robin Morley was there too – in a Saab 9-3 'vert: Lots of SU readers turned up as well, which was fun.

Brit motoring journalist John Simister turned up in his Two-Stroke – with Autocar's Richard Bremner on board. Car Magazine was there as well – look out for feature on Saab. A nice mark of Saabs old and new turned out.

I think it was the thought that other Saabisti were doing likewise all over the world that made its mark upon us. The love for the brand and the respect for the men who made it, was tangible. And to see all those cars gathered – it was a pure Saab day....

I jumped back aboard the 96 and we buzzed off into the sunset, engine and exhaust wailing. I sat there, part of the little Saab and its wonderful design, thinking of Lungstrom, Mellde, Sason, Envall, the Holms, Svenson, Carlsson and all those other names from the band of brothers of Saab – our beloved Saab. It was quite emotional.

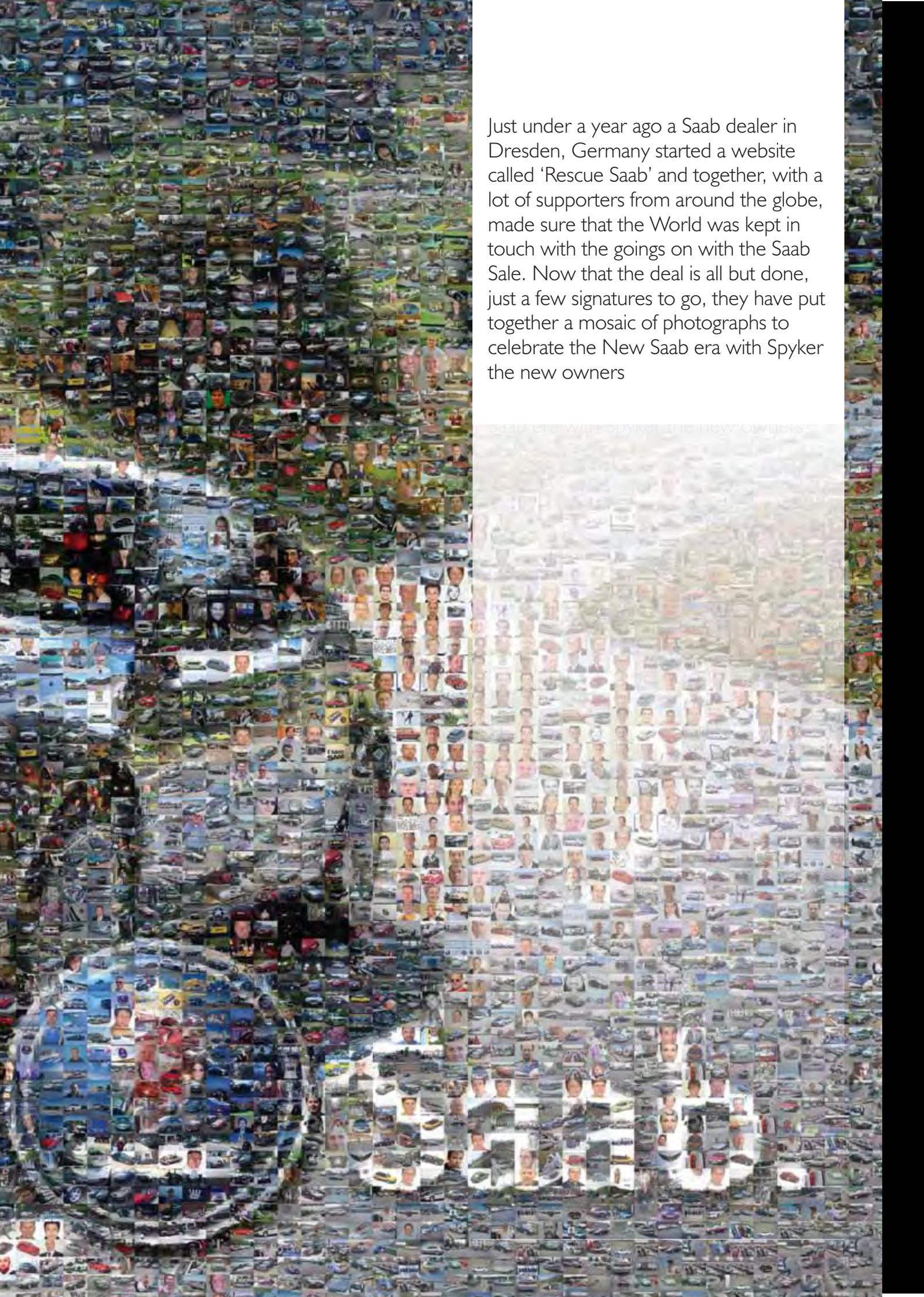
Ah, what a day – my best Saab ride in years. I will never forget the sight, sound and smell of the Saabness of things.

Whatever happens, we will all love the days of Saab, always.

Originally published at
SaabsUnited.com

Let's Start Goodbye GM

www.rescued-saab.com



Just under a year ago a Saab dealer in Dresden, Germany started a website called 'Rescue Saab' and together, with a lot of supporters from around the globe, made sure that the World was kept in touch with the goings on with the Saab Sale. Now that the deal is all but done, just a few signatures to go, they have put together a mosaic of photographs to celebrate the New Saab era with Spyker the new owners

saab era with spyker the new owners

It is with some sadness that I have to report that our C900T 16V has gone to the great scrap heap in the sky.



THE END (at least for now), of Saabing

It was our second Saab and had given us 19+ years of excellent and reliable service. Apart from its year under guarantee I had always maintained it, and it had only let us down twice. First an electrical fault early in life which the RAC man couldn't fathom, but he did by chance and much to his own surprise manage to get the car started, so we got home. Second, a failing clutch master cylinder when we had the caravan on the back, the car ended up being returned home embarrassingly on the back of a lorry, with the caravan being towed behind. I had a new cylinder on in 36 hours and we were back on the road again. The identical fault had occurred on our first Saab a 99GL, but that had happened at home in the garage.

I mentioned the caravan for our faithful 900 had towed the van for about 3,000 miles each year for all of its 19+ years. Throughout its life it only needed the usual sort of maintenance, although even with a reinforced rear suspension, the caravan, (as well as speed humps), took its toll with springs and dampers as well as bushes needing

replacing. Although not that expensive or difficult to do. The dreaded roof lining sag and hydraulic steering stickiness never afflicted it. Perhaps the most cost effective replacement was the exhaust system, when the first box failed the whole system was replaced with a stainless steel one. It was still going strong after 15 years. I had done a similar thing with the same results on the 99GL which I had sold in good condition after 17 years.

We had started to look at possible new cars a year or so back. It was becoming obvious that the Saab was going to need more suspension parts, also some cooling system pipe work which although not actually failing was going to have to be replaced if the car was to retain its high reliability. There's no use having a car where the reliability cannot be counted on, especially when a caravan is sitting on the back. Then the VAT reduction and finally the Government scrappage scheme came along and it would have been foolish to miss the opportunity.

Our fourth car is not a Saab, Saab simply doesn't make a car that met our

criteria, and even if they had done I am not so sure about build quality and reliability. Also Saab dealers don't seem to rate that well these days. Of the several cars that met our criteria we have chosen a Japanese model which is a little quirky in its own way.

It is always a little sad when a trusted tool that one knew so intimately has to go. We got the 900 because our previous Saab had given us such good service, and the 900 was very similar in many respects, both positive and negative. Also the Owners Group has been such a help, especially the excellent magazine. But things have to change, our new car is much more complex and we are slowly learning its good and bad points. However, we will always remember our life with the two Saabs through the many hundreds of pictures we have of them, from both sitting together in our garage, to one on the North Cape of Norway with the caravan in tow.

Wishing all members many years of Happy Saabing, perhaps we will meet again with our fifth car!

Rodney Stubbs



**'Splatting'
new members**



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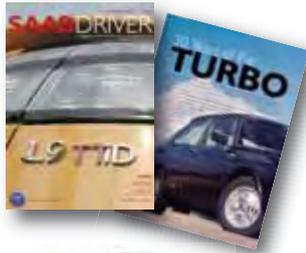
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- Discounts at various outlets
- Exclusive Owners Club Insurance schemes.
- Technical information and help
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- Club Valuation Scheme
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Join at www.saabclub.co.uk
or phone **01954 232810**

Please quote Ref. No. MA10

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

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

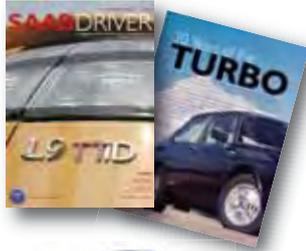
If you need any more 'splat' cards we will be printing a further set in the next issue, but if you can't wait contact annes@mypec.co.uk
0113 255 6866 for more.

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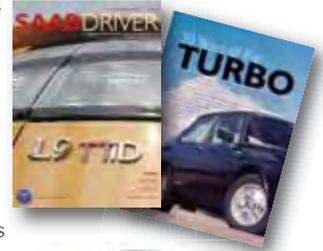
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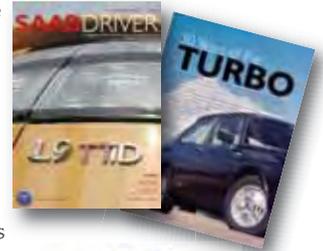
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Almost a decade ago, in early 2001, two Saab Owners Club Members established the first specialist Saab parts online store. Elkparts remains the longest established Saab online store in the world!

Our motivation was and remains simple. We wanted to offer a slightly different mix of products than you might expect from your Saab dealer or your local motor factor. We wanted to offer our own take on Saab parts retailing, an alternative – perhaps eclectic – mix of products.

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quality alternative, genuine Saab or performance parts (where possible) depending upon your budget and requirements to maintain your Saab, but we also offer vehicle accessories, official Saab lifestyle gifts, interesting tuning products, manuals and even Swedish chocolate!

If you did not already know about Elkparts (and many of you do despite us rarely advertising) then why not spend a few moments perusing our website at www.elkparts.com and reading what other customers are saying about our products?

All of our orders are despatched with couriers or Royal Mail and the tracking numbers emailed to you. Whether you are new to Elkparts or an existing customer, we welcome the opportunity and look forward to helping you with your order, so why don't you give us a try – we have something for everyone (even newly born Saab nuts. Seriously! Can you find what they are in our store?)

You can follow us at [facebook.com/elkparts](https://www.facebook.com/elkparts) and at twitter.com/elkparts – and order securely online at www.elkparts.com – even if it just for the Swedish chocolate.

Bluefin

Readers may remember my report in the March/April 2009 edition of 'Driver', recounting the Superchips upgrade to my new 9-3 TiD I50 SE Linear.



Having had my previous eight-valve 9-3 re-mapped, I was keen to work the magic again. In November 2008, I'd booked an appointment with Superchips in Buckingham. Again, I was delighted with the result – an improved driving experience, greater economy and faultless reliability. Almost exactly a year and 25,000 miles later, an e-mail from Ian Sandford, Superchips MD, told me they'd developed a new product – the Bluefin would I like to check it out? Keen to know more, I drove to Superchips the following week.

Ian is obviously very proud of his team and their products. They have a well-deserved reputation for their service, value for money and reliability. Ian explained that first my car had to be returned to standard form by removing the Superchips files which had been loaded onto the ECU the year before. While one of the team connected up my car, Ian told me the Bluefin story and treated me to a guided tour of their spotless and efficient offices and workshops.

Superchips provides re-maps for virtually any car – diesel or petrol. The highly-skilled technical team is constantly expanding the range as new engines are developed. Manufacturers design their engines for a wide range of markets, to operate in different climate zones and with variable fuel quality. Superchips builds on the original ECU settings, delicately enhancing and refining the parameters in each map, to make the engine work at optimum efficiency.

They work closely with a range of clients: from fleet managers needing to reduce emissions and running costs; to those in motorsport who want some extra BHP in the heat of competition. Superchips has its own rolling road to test and refine every product to the highest standard. The advantages for the customer are considerable: improved power and torque; lower fuel consumption; fewer emissions; and, a smoother, quicker, more enjoyable drive.

Now, with the Bluefin product, the customer can benefit from these advantages quickly and easily at home, without the need to book their car in to have the work done. Bluefin represents the latest re-mapping technology, while making purchase and installation easier, quicker and more convenient. Through the Superchips website or by phone, customers can order their Bluefin pack with handset, software and instructions. Ideally, you need a PC and broadband but if you prefer, Superchips can always install it for you at their Buckingham base.

On my visit, lined up for dispatch were row after row of Bluefin packs for a whole range of cars from Audi to VW. Ian explained that most people who are interested in improving their car's performance have a PC and find the process easy and involving. Ian handed me back my car keys and my own Bluefin pack for the Saab. My car now had its factory mapping, the same as it had the day I drove it away from the showroom. I returned home in my slower 9-3 and looked forward to the re-installation process, using the Bluefin.

In the car, I connected the handset to the diagnostic port under the steering column, which read my car's own factory data. Next, I connected the handset to my PC, which uploaded the new files with my Bluefin up-grade. This took about 10 minutes – about time for a coffee. As it finished, I received an e-mail and text saying "Your Superchip remap is ready to download". Returning to the car with the disconnected Bluefin handset, it was a simple plug-in job and in another 10 minutes, it was ready.

A quick road test reminded me why I'd bought Superchips in the first place: oh, that extra 31BHP and 66Nm creeping in smoothly from well under 2000rpm! It makes driving the 9-3 a joy. The whole car feels more fluid.

Superchips provides a comprehensive guarantee with their product and the terms mean that the car's warranty is unaffected. Insurance is not a problem either as many companies recognise the benefits. My own premium remained unaffected. Returning the car to standard is no problem either just a simple reversal using the Bluefin handset. You can do it as often as you need to.

You can learn more about the Bluefin product by visiting www.mybluefin.co.uk or by calling 01280 816781. The enthusiastic team at Superchips will be glad to have a chat and for Saab Owners Club Members, they'll offer a discount!

Ian Stevens
ijstevens@hotmail.co.uk



'DRIVER' DOWN THE YEARS

Welcome to 'Driver' down the years, a new feature we're introducing looking back on Club activities down the ages as seen through the pages of the Saab 'Driver' magazine.

Our first trip back into the archives takes us to 1991. A year that gave us the first Gulf War, Boris Yeltsin becomes President of Russia, the World Wide Web project is launched and Queen lead singer Freddie Mercury dies.

On more of a Saab note, General Motors was into its third year of Saab ownership and the new 9000CS is launched boasting the world's first CFC-free air conditioning unit.

Saab 'Driver' of 1991 would be unrecognisable to today's readers. A 16 page, black and white magazine a

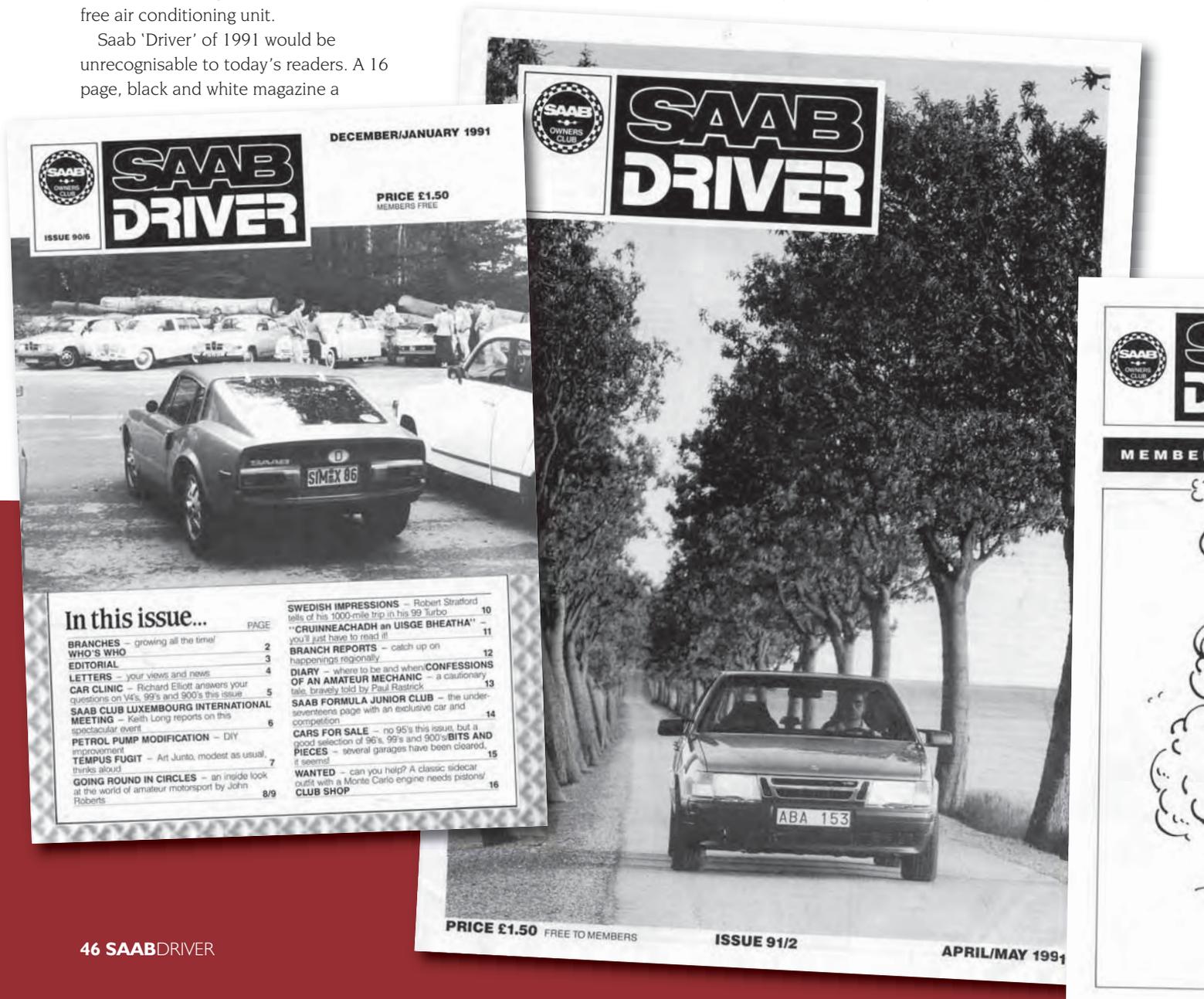
touch smaller than A4 in size, edited by Alison Hamilton. However, one thing remains the same, its pages are packed full of Club activities including Branch Reports and Saab Sport.

From here to Eternity

A letter from the first issue of that year, echoes the reliability of Saab that still resonates today.

Early in October it was time for my son, Matthew, to return to University at St. Andrews in Scotland. Luckily, as it is his second year, he has got his packing down to manageable proportions! So, with back seat folded, we packed the 99 Turbo to set off to drive through the evening to Fife.

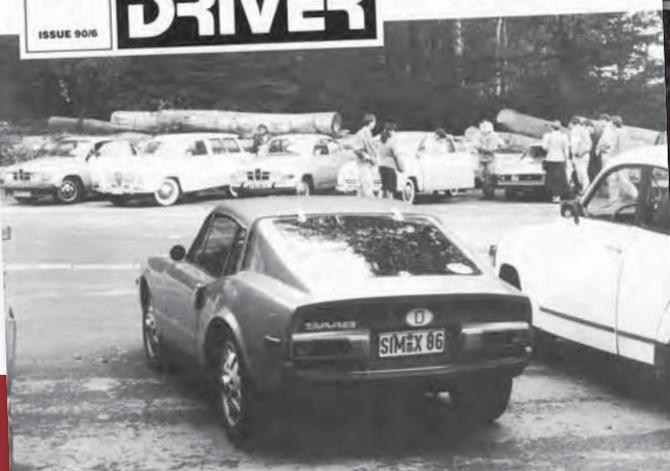
Leaving Cardiff a little after 7.00pm, we arrived in the early hours of the morning and after some sleep and a full Scottish breakfast in



SAAB OWNERS CLUB
SAAB DRIVER
 ISSUE 906

DECEMBER/JANUARY 1991

PRICE £1.50
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In this issue...

	PAGE
BRANCHES – growing all the time!	2
WHO'S WHO	3
EDITORIAL	4
LETTERS – your views and news	4
CAR CLINIC – Richard Elliott answers your questions on V6's, 99's and 900's this issue	5
SAAB CLUB LUXEMBOURG INTERNATIONAL MEETING – Keith Long reports on this spectacular event	6
PETROL PUMP MODIFICATION – DIY improvement	7
TEMPUS FUGIT – Art Junto, modest as usual, thinks aloud	7
GOING ROUND IN CIRCLES – an inside look at the world of amateur motorsport by John Roberts	8/9

SWEDISH IMPRESSIONS – Robert Stratford tells of his 1000-mile trip in his 99 Turbo	10
"CRUINNEACHADH AN UISGE BHEATHA" – you'll just have to read it!	11
BRANCH REPORTS – catch up on happenings regionally	12
DIARY – where to be and when	12
CONFESSIONS OF AN AMATEUR MECHANIC – a cautionary tale, bravely told by Paul Rastock	13
SAAB FORMULA JUNIOR CLUB – the under-seventeens page with an exclusive car and competition	14
CARS FOR SALE – no 95's this issue, but a good selection of 96's, 99's and 900's	15
BITS AND PIECES – several garages have been cleared, if seemed	15
WANTED – can you help? A classic sidecar outfit with a Monte Carlo engine needs pistons!	16
CLUB SHOP	16

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ISSUE 91/2

APRIL/MAY 1991

SAAB 'DRIVER' OF 1991 WOULD BE UNRECOGNISABLE TO TODAY'S READERS. HOWEVER, ONE THING REMAINS THE SAME, ITS PAGES ARE PACKED FULL OF CLUB ACTIVITIES INCLUDING BRANCH REPORTS AND SAAB SPORT.

the famed Victoria Café, I set off at 12.15pm for the journey home.

Later, I noticed the mileometer reach 98,000 miles as I passed Monmouth. Then I realised that I had covered 970 miles in 25 hours in a nine and a half year old car.

For headline purposes, I know that a 10 year old Saab covers 1,000 miles in 24 hours reads much better – but the figures above are more accurate! Remembering that I had slept and eaten during the period and averaged around 60mph, it is a tremendous endorsement of a vehicle approaching classic car status. The Turbo never missed a beat, of course, but I did not check petrol consumption!

I wonder if any of the many Vauxhall Cavaliers which swept past us on the M6 and elsewhere will be able to duplicate my trip in ten years' time?

J R Ellis, Cardiff

Is Mr Ellis's 99 Turbo still running and what are you doing? Also, his son Matthew must have graduated in 1992 so, by my reckoning, will be around 38 years of age, have you followed your father's passion for the Saab marque, please let us know.

Whilst the magazine contained little advertising, there are a few familiar faces. Chris Knott was and still is the Club's insurance specialist and Saab parts, as they do today, continue to support the Club.

It was also in 1991 that the Saab Owners Club launched an initiative – introduced by Andrew Smith – to encourage and assist members to become involved in motorsport. The initiative was important as it also provided financial sponsorship from the Club for Members to participate, as it does today.

Flicking through the pages of those 1991 black and white issues, there is an absence of Register pages, only few

columns for the 99 Turbo could be found, perhaps this was the forerunner of today's important and informative Register section? In 1991 the Club's National Caravan and Camping Weekend was held at the Blair Castle Caravan Park at Blair Atholl. The format is not dissimilar to today's National including a Saturday evening dinner, concours programme, driving tests and barbecue. Although in 1991, the Club held its AGM at the National.

We leave 1991 with a plea from the Editor: 'Have you, like so many others with whom I have spoken, noticed how serious life has become in recent years? Have we really lost the ability to take things lightly? Although we take our hobby seriously, we can at the same time derive pleasure and fun through owning a Saab.'

A sentiment that is just as true today as it was back in 1991.

Editor





Future V4 column features

I've been thinking about things I could include in the column for the rest of the year, apart from news and queries from Members. If anyone would like to write something, perhaps a feature on their own car, or memories of past V4 motoring escapades, please get in touch. I'm always happy to receive input from you guys and it saves you from my usual drive!! Anyway, some of the thoughts I have had are:

- Details of the various changes in model specifications from 1966 to 1977.
- The second half of the fuel injection articles I promised many moons ago!
- Performance tuning for your V4.

If anyone has further suggestions, or feedback on these ideas, please let me know. One thing I will have for you at some time is an update on this little beast seen above which is about to be restored to its former glory. Some of you will remember it from a long time ago – I was still at school when I first knew this car... for the rest of you, I shall just keep you in suspense for now!

Update on Ronan Sill's car

Ronan's Verona Green 96 was included in new registrations last time. Since then he has sent me some more information and some new photos. Ronan writes:

"I joined the Club two months ago even though I had my Saab for the last two years. It was fully restored to the last nut and bolt by Highgate before they stopped trading. After a year of sheer frustration with a number of mechanical niggles the car now runs as well as it looks. I have always been fascinated by the old Saabs ever since I saw them running in the Monte Carlo rally, so it does not come as a surprise that my car should sport a few items seen on various rallying 96s.

"I have been trying to find a fuel sender gauge for months as mine is faulty. It is the plastic bottle shaped float which I think is the problem. Any help to secure a replacement would be most appreciated as my wife and I are intending to drive the Saab to Brittany next February. As the gauge reads either full or empty it is quite unnerving.

"We do own some other interesting vehicles, namely Mercedes 230E, Morgan +8 and Citroën 2CV saloon and van... the van replacing a 911 Carrera which we had for many, many years. I am unlikely to risk my driving licence with the replacement!

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"If anybody recognises the registration number, I would love to have some past history on the car."

All I can say is the car is a stunner, absolutely beautiful. See for yourselves in the pics. I hope it brings you many years of enjoyment.

V4 grille badges?

Graham Ballantyne has been in touch to ask about reproducing V4 grille badges. He writes:

"Some years ago I bought two rear air vent badges



from the late Brian Butler. I wonder, has anyone has ever investigated having a new badge created for the front grille? The plastic ones deteriorate badly but perhaps metal ones would not be quite 'original'. I would like to pursue this and wonder what interest there might be from other V4 owners. Any thoughts on this would be appreciated."

I'm not aware of anything myself. If anyone else has any ideas or suggestions, then please get in touch.

Wiring Looms

Ian Studley was asking me recently about a firm in the UK who was looking to make new wiring looms for old Saabs, for the Swedish Club. He has written to advise me that the firm is called 'Auto Spark' of Nottingham. Apparently they advertise a loom for a RHD 1974 96v4 at £210, which to me seems quite reasonable if you are doing a full restoration and your wiring is a mess.

North York Moors Heather Hop 2010 – Update

More details to come next issue, but please put 4 September in your diaries. Suggestions for a route so far have included dropping in (or close...) to some of the old rally stages such as Cropton and Dalby, so the South East section of the Moors making Pickering a good base to start from.

As with the last event, this is aimed to be for Two Stroke and V4 Saabs, but I won't argue if anyone wants to bring something else old and interesting along.

V4s looking for homes

Some more recent queries about old V4s looking for new homes, I guess these are all either big projects or donor cars, but you never know, one might be an easy fix.

Firstly, this car is near Edinburgh.' We have a Saab V4 in a garage at the top of our garden which is landlocked. I wondered if the parts would be of interest to your Members. The car became un-roadworthy (I think there is a hole in the chassis) around about 1981/2 and has sat in the garage since then.'

Secondly, I have no idea where this car is: A 95 registered in Feb 1973. In need of restoration or adoption.

Hope to see you (and your V4!) at the National in the summer, or maybe another event?

Cheers!

AI

New Registrations

Name:	Nicholas Robertson
Car:	95
Registration:	RLR 534L
Car:	96
Registration:	EPP 31K

Nicholas has registered two cars. He writes: "But firstly a bit of background about myself and my lifelong interest in Saabs. Many years ago after having passed my driving test I was looking around for my first set of wheels, and I found a pair of V4s for sale in the local Friday ad for £200. I never looked back. A couple of years later I was driving a 1977 96L, Reg WUD 897R, and this was probably my favourite, it had the factory fitted Webasto sunroof, tinted windows, and a more luxurious interior. I wonder what happened to it.

"Fast forward a few years and my interest in the V4 has been rekindled.

"I purchased both these current vehicles from fellow Saab enthusiasts through the 'Driver' classifieds. Firstly a 1973 95 in California Burgundy Red, Reg RLR 534L. This one is a runner with no serious rust, but it does need a tidy up. Secondly a 1972 96 in Polar White, Reg EPP 31K, which I purchased from the original owner. The 96 requires attention to the bodywork. I have great plans for both these V4s and plan to restore the white 96 to its former glory."





99 Looking for a good home

Francis Burgess sent these pictures of his very original looking 1973 99L which he has had for many years. Having only done 75,000 and still with its original interior and steering wheel it would make a very practical classic. Sadly, having retired he can't keep her any longer. As he says:

"She needs to go to a person who knows how to look after her with some engineering knowledge of course".

If you are that person please let me know. These cars don't come up very often in this condition.

I also know of another 1972 model, which has been off the road for a few years but wouldn't take too much work to put back on the road.

Tech tip – front suspension knocking

Most current cars have the strut type front suspension, introduced largely to ease manufacturing rather than for any technical improvement in performance. Saab gave in and adopted this on the 9000, but prior to that all models apart from the very earliest had double wishbones with coil springs and telescopic dampers. This robust and effective set up gives very little trouble. The bushes and springs hardly ever need replacing. The only parts which eventually wear are the top and bottom swivel joints and the dampers. So when, as developed on my 90 around Christmas, you hear a knocking or creaking from the front



suspension, typically when driving over one of the many traffic 'calming' obstacles now littering our roads, it usually points to one of these being at fault. (If you hear repeated rattling on full lock this is usually the CV joint – but that's for another day!).

Unless they are really knackered wear in the swivel joints is quite hard to detect and will rarely be picked up in a MOT test. Bouncing the car up and down may not do it. If you jack the car up under the wishbones and lever the wheel up and down whilst placing your fingers between the wishbone and the upright (carefully – an extra pair of hands might come in useful!) you can sometimes feel movement. Otherwise the only option is to remove the suspension (as I described in 'Driver' July/August 2009). You can then check how loose the joints feel without any load on them. If they are 'floppy' then it is worth replacing them even if you can't feel any actual play. You may need a ball joint splitter to get them off. At present you can pick the joints up relatively easily for under £20 each, although as Dave Barrow mentioned to me recently, use the cast one-piece joints rather than ones which have separate caps over the actual ball joint which have proved not very durable (I used QuintonHazel part no. QSJ1004S).

Back to my 90, I remembered one of the joints being a bit loose when I replaced the CV boot last year. I'd copper-slipped all the bolts so it came apart easily enough and whilst it was apart again I replaced both joints as a precaution. Disappointingly, when I took the car for a test drive the suspension was quieter, but the main knocking was still there. Curses! It transpired that one of the newly rebuilt Bilstein dampers I'd fitted six months ago had failed already. I rang the local motor factors and they could supply a pair for about £30 each made by KYB (part number KYB343008), a Japanese make which I hadn't heard of before. They proved to be the expanding type similar to my favoured Bilsteins though not quite as stiff, and gas filled, so I've given them a try. I'll let you know how they last. They'll certainly get a good workout on our local roads.

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Drive it yourself. Arrange a test drive with your Saab dealer—he's in Yellow Pages. And take your wife. She'll enjoy it.

(*Manufacturer's figures.)

Another Classic advert

As promised, here is another one from Heon Stevenson, this time taken from the Illustrated London News of March 1977. The detailed text (with none of today's meaningless sales/management speak) takes five paragraphs to emphasise the 99's practicality, comfort and quality – 'built for a long future with minimum servicing'. Again it shows how far ahead of its time Saab's thinking was, with disc brakes all round, headlamp wash/wipers, heated drivers seat, built in safety cage and impact absorbing bumpers and trim. It concludes', 'arrange a test drive with your Saab dealer – he's in Yellow Pages. And take your wife. She'll enjoy it.' Of course this was 1977 – anyone needing a family car was married and women didn't buy cars!

Stuart



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E-mail: 99t@saabclub.co.uk



I've had an enquiry from David (Ingelson?) regarding a 99T FYX 664W that he used to own, also his friend had another, ECG 324W. Unfortunately neither of the cars appear on the register, anyone know if they're still alive?

Craig Bell has e-mailed me as he is trying to track down another Black 2-door car Reg No: WGF 990W. If anyone out there knows the whereabouts of these three cars, then please get in touch.

A new registration this time has been received from Mark Chapple.

Mark says:

"After being a Member of the Saab Club for several years now, I'd better get round to registering my car. I can't imagine you have too many new registrations, so let me tell you a bit about my car, it's a 3-door 1978 Model (pictured above). I'm the fourth owner and have all the history from new. I bought it from a local man who had owned it from 1981, I think he was in the Club. The car was his pride and joy for many years until he got a

company car, but he couldn't face getting of it, so it lived in his garage for 10-15 years. Fortunately he ran the engine regularly. I bought the car three years ago, and recommissioned it with new bushes, brakes, etc. I've been collecting some rare parts (tailgate plus other odd things) so that I can have it repainted. I'm on the lookout for some better doors if you know of any. The car has only done 85,000 miles and appears never to have been welded. It's just a bit scruffy, so hopefully this will be rectified soon, not sure if I'll do it this year or not, as I've got a lot on."

Regarding the doors, I think you will have more luck finding a good pair of C900 ones. It's possible to convert them to the earlier 99 type with a small amount of cutting and welding on the window frames.

It has come to my attention that there is someone out there who has a very bad case of 'I haven't got enough 99Ts YET!' Now I know I can get quite excited about our favourite Saab, but my enthusiasm is nothing compared to this chap's. He has thirty nine,

yes 39! I hadn't realised just how many different sizes of 99T there were, obviously there are 2, 3 and 5-door production cars as well as development 4-door ones, but I wasn't aware that they also did a Turbo version of the long wheelbase Finlandia, and only three were made. This lucky chap has one in his collection.

Regarding our own fleet, not a lot has happened really, I'm still waiting for my clutch plate from AP Racing for the 3-door. I really need to finish the 2-door 99T that is going to replace Brutus (our 99GL) as a daily driver. This has been sitting outside as a project car for far too long. It started as a horribly rusty VV registration, and has donated organs to a healthier Black late model 1985 shell. That nice Mr Barrow has checked out my chill-cast gearbox and given it a clean bill of health, so now I just need to marry the engine and box up and fit some brakes.

If there's anything happening out there in 99 Turbo land then please get in touch.

Chris

9000 REGISTER



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E-mail johnthecrook@btinternet.com



THEY DON'T MAKE THEM LIKE THAT ANYMORE (DO THEY?)

At the time of writing this (mid January) there was no news about the sale of Saab. The most interesting buyer is that ex-second-hand car dealer from East London, perhaps he will use it as part of his divorce settlement! I refer to Bernie Ecclestone, F1 king man. There is a rally/run being organised to run from Saab's premises at Luton to Duxford Air Museum to generate widespread interest in the impending demise of our favourite make of car. No doubt it will be written up in this copy of the magazine.

Referring to the present Saab situation. I wonder if this is the opportunity for the SOC GB to get together with other Saab organisations to sort out the national/ international spares situation. This has happened to the clubs of various defunct motorcycle manufacturers and the clubs have even gone into business. Could the various Saab Clubs do this?

What's happened to my 9000? Well it has got dirty, surprise in this weather, not been cleaned and water gets in the boot, how? I know not. This is the only major design fault, apart from having the ignition key in the wrong place, there is no flow of air through the boot to ventilate it. The headlight reflector investigation is ongoing, what are 900 owners doing about it? At present I am looking at lorry headlight assemblies and aftermarket motorcycle headlights. Had a puncture after the first snowfall just after Christmas, interestingly what had happened was that I had driven across something that had gashed the tread in various places. As a result water had got in, rusted the steel bands causing the tread to lift, wear and it looked a horrible mess.

I had an e-mail from John Kelly about whether he should purchase a 1997 9000 Anniversary. After seeing the pictures, oh boy! Almost showroom condition. John was taken with the number of extras fitted to the car. I replied that the only choice a purchaser had was the radio and colour! Made me think what a great car the 9000 was. Will the new 9-5 be as good? We hope so (if it gets built)?

That is all for now, remember any queries that Saabscene can't help you with, then I probably cannot!

John



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12-car Navigational Rally Wednesday, 25 November 2009

Organised by Durham Automobile Club



Due to work commitments and illness, this was the first event I had been able to take part in throughout the whole of 2009. Not only that but the trusty V4 had spent the year under a SORN Certificate, so the dilemma was which car to use at short notice – mine or my wife's 900 Turbo!

My illness, having caused problems with my right leg, common sense dictated that I should use my 9000 Automatic on the night, but I did find myself in good company with a couple of BMWs amongst a variety of machinery. The start was on a dead-end road literally in the middle of nowhere – wet, cold and blowing a howling gale! Started from there before – the weather must always be the same so one has to feel sorry for the marshals having to stand out in it.

A 50-mile route followed along the most narrow, muddy, slippery, wet, flooded roads it had been possible to find in the area for the night. My navigator, Keith, did a sterling job in managing to plot our route whilst keeping me on the right way, but it has to be said that perhaps the 9000 wasn't quite the most suitable car for the roads used – there were some very tight squeezes and indrawings of breath as we dodged a succession of very stout stone walls and bridges by inches!

Progression along the correct route was indicated by a variety of map references, spot heights and grid lines, and maintained to a large extent by code boards, but these were just recorded as a complete list rather than between each control, a point which was to prove crucial at the end. It was a relief to keep

finding code boards along the way and to find that we were still on the right road.

We must have been doing something right as we kept arriving just in nice time at the controls, and were pleased to reach the end of the event after a little over an hour-and-a-half apparently with a clean sheet time-wise.

When the results were declared we found that also we had managed to find all the code boards, with quite a few of the crews falling foul of two parallel roads, going into one village where they had taken the wrong road, thus missing one board. As the boards were recorded just as a list this hadn't been obvious to them at the time.

So, we found ourselves as first equal with one other crew on no penalties, but alas under tie-break rules, as they were competing in a Cooper 'S' they took the win on the smaller engine capacity. I have to say it didn't spoil the enjoyment of the night as we hadn't expected to do as well as we did.

Many thanks to the Club Members who turned out to marshal on such a poor night.

When is the next event?

John Wood

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

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



Join a great Saab adventure

We are entering a team of Saabs in the 2010 Roger Albert Clark Rally on 26 to 29 November to mark the occasion of the first of Saab's hat trick of victories in the RAC for Erik Carlsson in a Saab 96, 50 years ago. We also want to show solidarity with our preferred marque at this challenging time in its history.

Stuart Turner has agreed to support us and will flag the team away. Stuart famously navigated for Erik Carlsson in 1960 before going on to an extraordinary career in rally management. Among many achievements he was responsible for the Mini teams that won at Monaco for BMC, before winning just about every event worth considering with Ford and the Escort.

We are planning a number of supporting activities including a commemorative rally jacket for the event based on the one used in the 70's Lombard RAC, blue with a black collar. We currently have four rally cars confirmed for the event and we hope to double that number by November. We are hoping to use only Saab cars as chase vehicles. We hope members will support us by attending the start venue, spectating on the rally or getting involved with the team.

How can you get involved?

- Help us with suggestions for a better name. The project has been using the working title 'RIPtroll Saab Team' – but better suggestions are welcome. We

need something that reflects the solidity and history of our cars or perhaps marks the anniversary.

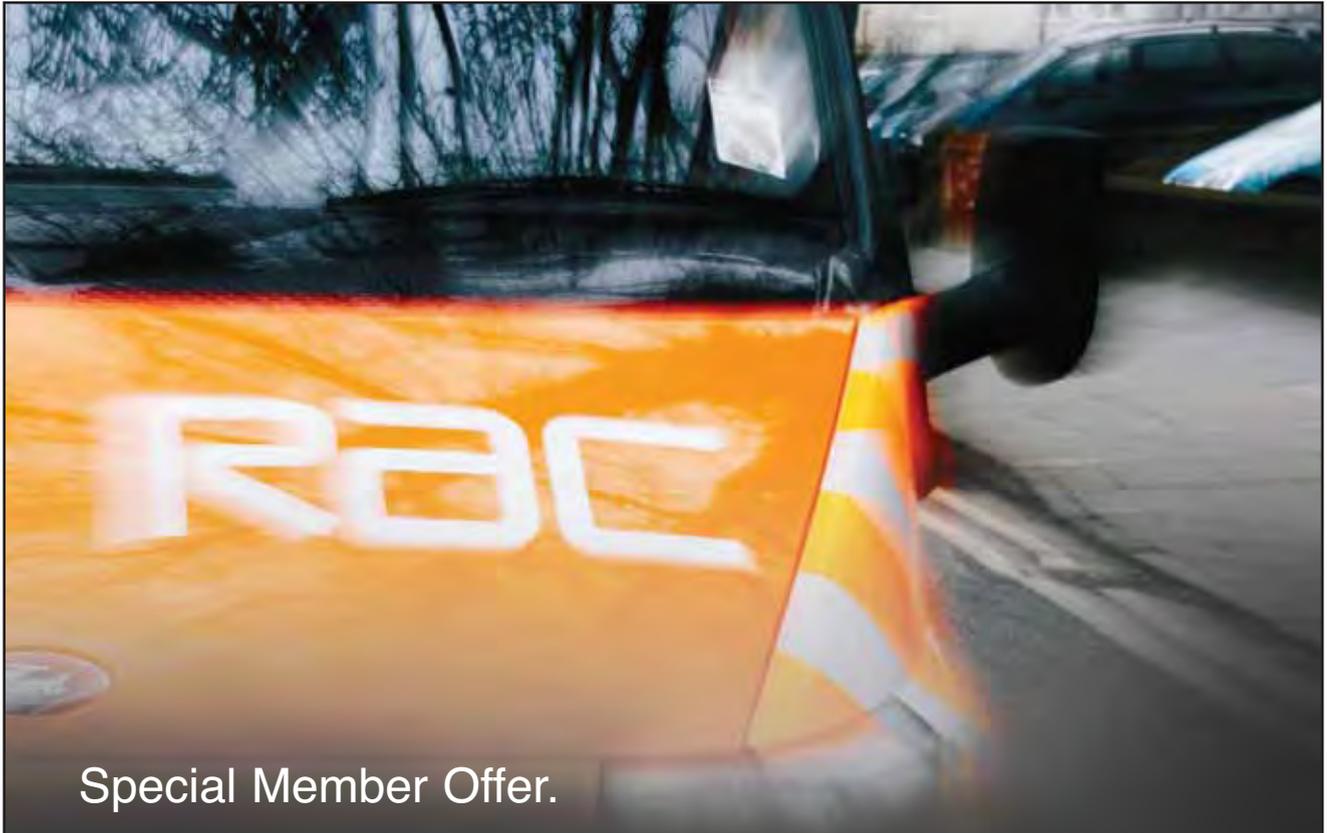
- Enter your Saab rally car in the event, the team should enable entrants to make savings on the usual cost of the event and if you were ever thinking of doing the RAC there will never be a better or more memorable year.
- Join the team: We need help with the service and chase crews for the rally cars. Rallying is very much a team event. You may be able to assist on the fixed service crews, with catering, in chase cars, navigating, with lighting, generators, parts, tarpaulins, or awnings.
- We are looking for sponsors, the project has already had a lot of media interest with recent items in Motorsport News, Octane, and on the Roger Albert Clark's website. We anticipate generating significant publicity given the anniversary of the Saab win, Saab's recent history and the sheer endeavour of getting a number of cars round what is still a tough event.

We are sending out email bulletins on team progress. Drop an email to xandj@btinternet.com if you want to be included in our mailings or to offer support.

The Roger Albert Clark website is at <http://www.rogeralbertclarkrally.org>

Jim Valentine





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rescue

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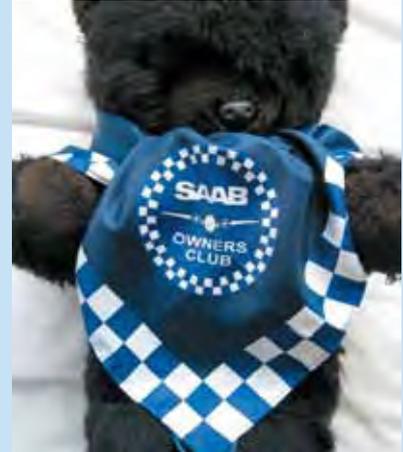
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Key Fobs £3.00
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Saab plain black enamel on chrome, black leather Code:(206)

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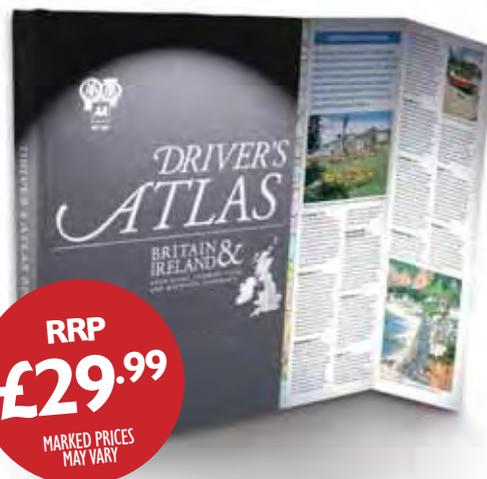
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- Notepad and pen
- Tyre Pressure Gauge
- Tyre Tread Depth Gauge
- Emergency glass hammer with integral seat belt cutter
- Large canvas type carry bag with handles and velcro



...and the AA Driver's Atlas

This fantastic touring atlas is a must for all drivers who want to get the most out of motoring. Bound in a luxurious grey cloth with silver type, it's effectively a road atlas, touring guide and motoring handbook all in one. Unique to this atlas are fold-out flaps on each page detailing places of interest in that area. Packed with useful information such as speed camera locations, in-depth town and city plans, geographical facts and how to identify a vehicle's country of origin, you'll find the new AA Driver's Atlas is the perfect companion to keep you on the move in Britain and Ireland - whether you're touring or simply planning a day out.



Saab customers can get a further 5% off marked prices* at theAA.com/shop when adding any product to their shopping basket and quoting promotional code **AASAAB**. There is even free standard P&P to all UK mainland addresses with orders over £15.**

* Offer only available at theAA.com/shop until 30 June 2010 and while stocks last. Offer can be removed or varied at any time.
** Free standard P&P only applies to orders over £15 to UK mainland addresses.

We have one AA Emergency Car kit to give away to one lucky reader and five AA Drivers Atlases to give away to five runners up. To enter, simply answer the following question and post, e-mail or fax back – please see the details below:

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**Please post, e-mail or fax entries to: Anne Szpindor • Mypec, The Old Pottery, Fulneck Leeds, LS28 8NT.
Fax no: 0113 255 6887 e-mail: annes@mypec.co.uk
Entries close 1st April 2010. The winner will be the first correct entry drawn at random.**

INDEX OF ADVERTISERS

Abbott Racing.....17	Elkparts43	Reg Morris Garages63
APL Saab48	Jetex21	Saab Style.....55
B & D Specialist Cars63	Mark Arnold.....63	Saabtec21
Bourne Motors63	Motorvation63	Scanparts50
Central Saab Specialist17	Neo Bros.2	Stainless Steel55
Chris Hamley.....55	Neuton Tyres64	Turners Hill Garage55
Chris Knott4	Orpington Saab7	Two Stroke15
Classic 900.....17	Partforsaab.com.....63	Valley Saab21
Concept Saab17	Perry and Prouse17	Volsaa Engineering53
Cover Systems21	Peter Best Insurance.....7	
Ealing Saab63	RAC.....57	

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26 March 2010**

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

900

900 Ruby

Very good condition. 113,000 miles. Regularly maintained by Saab Specialist. Long Tax and MOT. £4,450. Tel: 0797 677 1970 (London).

900 16v Turbo Convertible

1988 Carlsson lookalike. Saffron. MOT until 2011, Taxed until May. Clifford alarm, very fast with upgrades, lots of extras. £1,800.00 ono. Tel: 0781 1573811 (Barton-on-Sea).

900 T16

Grey, only 100,000 miles. Must be transported by trailer. No MOT or Tax. Headlining foam replaced not fitted. Needs a new home due to moving. Tel: 01732 824465 (Kent).

900 Classic Convertible

1991, 190,000 miles, present owner 11 years. One previous owner. Daily use. Taxed until July, new MOT. Full history. Alloys, Pioneer radio/cassette, CD stack, new exhaust system, front discs. Present owner's gearbox and hood. Fair condition – emigrating! Nearest £1,300. Tel: 0780 758 2894 (Nailsworth).

9-3



9-3 Automatic

1999 beautiful Metallic Blue. Alloy wheels, air conditioning, towbar. Full service history. 50,000 miles only. One owner. Bereavement forces sale. Excellent car, pampered by Club Member. £1,995.00. Tel: 01223 701560 (Cambridge).

Bits and Pieces

Saab 900 Bits

Rear wing vent covers £15. Headlamp protectors £30. High level brake light £10. Original whale tale £125. Tailgate with hole in glass £30. Pair Walnut ash trays £20. Chrome grille £30. Tel: 01942 862679 (Wigan).

Offers

Classic 900 dog guard and 96V4 bonnet. Tel: 0121 3531801 (West Midlands).

900 Classic Accessories

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Spare V4 Gearbox

Rebuilt by Chris Partington. Not used and dry stored since rebuild £400. Tel: 01442 259100 (Herefordshire).

96 Two Stroke Parts

New iron pistons, 67mm, 67.5mm, 71mm and 7.5mm in diameter, all sizes in stock - subject to be unsold. Price £400 per complete set inc. postage. E-mail: jaapsaab@hotmail.com

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 £25 including P&P. Tel: 01208 72429 or e-mail: al@timms789.fsnet.co.uk (Bodmin, Cornwall).

W15 CUT

Personal registration number, on retention until 6 September 2010. Assignment fee paid, nominee fee £25 to pay. £500 ono +nominee. Tel: 01670 861353 (Northumberland)

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Nerja Spain

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195/65/R15	91H	30.41
205/65/R15	95H	31.51
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215/55/ZR16	97W XL	37.36
215/60/R16	99V XL	36.99
225/50/R16	96V XL	39.41
225/55/ZR16	99W XL	37.92
17"		
205/40/ZR17	84W XL	37.12
205/45/ZR17	87W XL	38.05
215/45/ZR17	91W XL	38.97
215/50/ZR17	95W XL	43.34
215/55/ZR17	98W XL	42.54
225/45/ZR17	94W XL	40.03
235/45/ZR17	97W XL	41.81
18"		
225/40/ZR18	92W XL	46.17
235/40/ZR18	95W XL	48.82
19"		
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