

SAAB DRIVER

The Magazine of the Saab Owners Club of Great Britain Limited

INSIDE

ANOTHER SUCCESSFUL
WINTER WEEKEND

THE SOC ON TOP GEAR

ROGER ALBERT CLARK RALLY



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INSIDE**

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FRONT COVER: Steve Higgins & Caroline Lodge in their Long Nose Saab 96 Two-Stroke at the Roger Albert Clark Rally © Simon Clarke

Please state your Membership Number on all correspondence

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

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

Classified Advertisements
– see details on page 54.

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

DEADLINE DATES FOR CONTRIBUTORS

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DISPLAY ADVERTISING IN THE SAAB 'DRIVER'

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

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KJS Advertising Tel: 01943 461679
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CLUB VALUATION SCHEME

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

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

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Disclaimer

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

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Club life has been quite hectic around here since the last Driver. This is all positive stuff and includes the superbly attended 'We are Many, We are Saab' meetings, the ever popular Winter Weekend and all the work involved in assisting with the Top Gear tribute.

You will read all about Top Gear in this issue but I would just say that, although we may have written it differently and included many other aspects of Saab's heritage, we believe that they did quite a good job within the limits of the length of the film. I have to say my favourite part is dropping the 900 on it's roof. To me that says it all about why most of us drive Saabs. Anyway you can read part 1 of my experiences on page 28.

Of course that is not all that we have been busy with. In the last issue I indicated that we have a lot to do to grow our Club and secure it for the future. Our wish list is far from complete and, some days, just gets longer! However, in the relatively short time since my last report we have made good progress in many areas.

We feel that, having examined every area of expenditure and initiated some changes, we have a much better control on our finances both for now and for the future. Having made a loss last year, Keith is now confident that we will not be in that position this year. We have also set our budget for next year and, although it is nigh on impossible to predict every cost, we again feel that we have a better handle on it.

One decision that we have not made lightly is to reduce the

number of 'Driver' issues to five per year for the time being. This means that instead of receiving a magazine every 8/9 weeks it will 10/11 weeks. We are sorry to have to do this but our current finances will just not sustain six per year. We are sure that you will agree that we cannot continue to show a loss. However, we are currently working on some other initiatives and we hope to resume with six issues in the future.

At the opposite end of the scale we are also aware that we need to grow income as well as control costs so we have worked hard to create as much publicity for the Club as possible particularly from the meetings in January and the Top Gear project. Our plan appears to be working as our membership over the last two months has started to grow again. So a big welcome to all our new Members and thanks to all of our existing ones who are staying with us to enjoy all of the benefits of this great Saab community.

We have also made good progress with the development of our website, and we can report that Rich Bone is planning to have the on-line membership and Club Shop back up and fully operational during April. We know that this will generate additional interest in the Club along with more income. Whilst on the subject of the website we would like to offer a warm welcome to Nick Hoare who has taken on the website content management. So look out for a much more vibrant and alive site in the future. Thanks, Nick.

As I look out the window of the office, it's a lovely clear and sunny day which gives me a nice warm feeling of spring in the air. It also reminds me of all the great events that we have to look forward to over the coming months.

On page 20 you will find the booking form for the National at Wicksteed. This is going to be a great event with fun for all.

There are also lots of other events that we can look forward to such as the Peaks & Dales, the Lakeland Gathering and the International in Belgium. But please don't forget all of the meetings and events put on by our Groups all around the country. They do a great job and I know that they will be delighted to see you.

Our congratulations to all of members who took part in the RAC Rally back in November last year and especially those who won the various awards. Well done all. You can read all about it on page 42.

On a completely different subject you will see the latest press statements from SaabPartsUK on page 8. This is great news for us and a big comfort to know that we have an organisation dedicated to supplying parts to keep our cars going for many years (as indeed Captain Slow told us on Top Gear). Alongside the hope that the factory in Trollhättan will make Saabs again one day soon the future is maybe brighter than we first feared. We are in continual contact with SaabPartsUK so will bring you all the latest updates as we get them. Please keep an eye on our website too.

Earlier, I mentioned the benefits of belonging to this great Club. Our plan is to grow these significantly over the next few months. However, as I have said previously, we just can't do it all without more help. The roles of Benefits & Services and Membership are still vacant so please reconsider whether you could help us with these even if you feel that you could only do a small part of the job. I look forward to hearing from you (see page 18 for details).

Please also feel free to provide us with feedback on what we are doing and how we are going about it. Your input is important to us.

We look forward to seeing you soon at the various events.

Many thanks.

Mike

Registers update

I am delighted to welcome two new model Registrars to the team. I hope you will make them welcome and provide lots of content and stories for their columns!

Firstly, Weston Gearon has offered to take on the GM900/9-3 register. I am sure many of you will know Wes, he is the Saab Master Technician who runs Nottingham Saab at Ilkeston and is hugely experienced with these cars, both running and maintaining them, tuning and racing them. Wes has been involved with Saab for pretty much his whole life, beginning with the family business, Mayfield Saab in Liverpool and then working at Beechdale, before setting up Nottingham Saab. Many thanks for volunteering, Wes!

Secondly we have a new Sonett Registrar in the form of Nick Walker from Aberdeen. Nick is another well-known chap in the Saab community. He is the current keeper of the ex-Dave Barrow Sonett II and is the owner of the UKSaabs web forum, where he is known as TfatC. Nick is a Yorkshireman by birth, who, has lived in Aberdeen for many years being involved in the offshore oil industry. He also previously ran a successful Classic Car business, 20th Century Classics, and remains the proud owner of an eclectic mix of cars including many, many Saabs, a 1920s Rolls-Royce, and even an AC Cobra! Great to have you on board, Nick! For future reference their contact details are:

Weston Gearon, 31 Wardle Rd, Arnold, Nottingham, NG5 7FE. Tel: 0115 9555 728

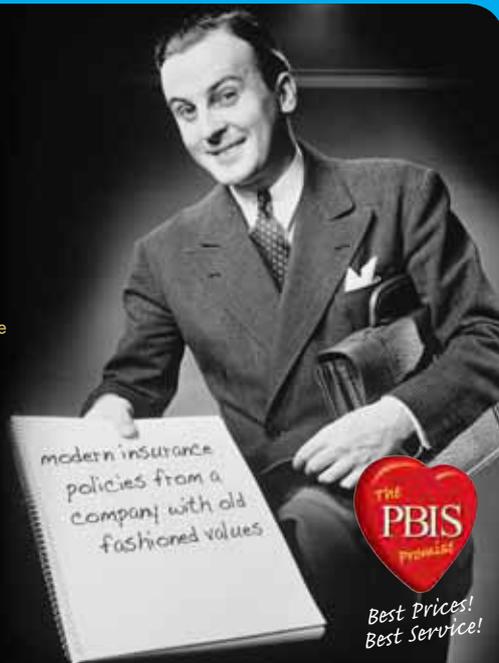
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Alistair Philpott

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KEEPING SAAB OWNERS MOTORING

Saab Automobile Parts UK Ltd (trading as Saab Parts UK), a wholly-owned subsidiary of Saab Automobile Parts AB, commenced trading in the UK on 1 January, 2012. This newly formed company has been set up to provide on-going supply of genuine Saab Parts and customer service packages.

With an established and extensive network of 88 Saab Authorised Repairers spread across the UK, customers can be confident of Saab's highly skilled team of technicians having the experience and expertise to service and repair their cars to the highest standards. Customers can find their nearest Authorised Repairer through the Saab website Dealer Locator page at www.saab.co.uk

Saab parts supply continues to operate as normal within the UK and Saab Authorised Repairers offer customers a comprehensive range of servicing offers and attractively priced Saab used cars. All Saab Authorised Repairers use genuine Saab parts, which are covered by a two-year warranty. For those interested in acquiring one of the last built unregistered Saabs, there are approximately 200 across the dealer network to choose from at very competitive prices.

Reassuring driver mobility, Saab AA Roadside Assistance remains in place and active for all Saabs registered new in the UK before 29 November, 2011 and covering the vehicle for three years.

Capitalising on the launch success from 2011, Saab Parts UK in collaboration with the Saab Authorised Repairer network is continuing to offer the 'Saab Service Club' for the benefit of owners. With close to 15,000 members, the Service Club is now being extended to all Saab drivers irrespective of vehicle age. The loyalty scheme is free to join and provides a host of exclusive benefits to members including, free visual health checks and discounts on parts, servicing and accessories. Owners can register with the Service Club via the Saab website www.saab.co.uk

Corin Richards, MD of Saab Parts UK, said: "Following the sad demise of Saab Great Britain Ltd at the end of last year, Saab Parts UK was set up to continue to provide a parts and customer care facility for the 188,000 Saabs that are on UK roads.

"With a dedicated network of Saab Authorised Repairers covering the whole of the UK and the Channel Islands, Saab owners can be reassured that their vehicle will still be looked after by experienced and trained Saab technicians and only genuine Saab parts will be used.

"Saab Parts UK has now established itself with its first few successful months of trading and coupled with the ongoing partnership from the network will continue to provide high quality vehicle care. Moving forward, we will continue to expand our customer programmes offering added value and we warmly welcome new members to the Saab Service Club."

New warranty product announced

Following Saab Great Britain Limited entering administration on 29 November 2011 and Saab Automobile AB filing for bankruptcy protection on 19 December, 2011, the administrators for both companies suspended the processing of all new vehicle warranty claims.

With no further public statement clarifying the warranty position from the Administrators since 19 December, 2011, Saab Automobile Parts UK (trading as Saab Parts UK) has developed a flexible warranty product called Saab Secure, which will offer customers reassurance regarding their on-going Saab ownership.

Saab Secure, an insured warranty product administered independently by Momentum Warranties Ltd, offers Saab owners great value for money with up to five years cover priced from under £500. With guaranteed instant cover and unlimited mileage from day one, Saab Secure can also be applied to Saab vehicles that are already outside the original manufacturer three year warranty period. Owners interested in learning more about Saab Secure should contact their nearest Saab Authorised Repairer by using the dealer locator at www.saab.co.uk or by telephoning the Saab Secure call centre on 0844 848 7168.

David Leighton, Saab Parts UK Aftersales Business Development Manager, said: "Saab Secure is a very competitively priced warranty package that can be tailored to the individual requirements of owners, whether they are recent or historical purchasers. In light of the continued uncertainty surrounding the new vehicle warranty, Saab Parts UK provides customers with an alternative solution for their warranty needs."

Saab Parts UK has also announced a further positive measure to help a large number of Saab purchasers from last year. For those owners who bought their new or used Saab with a complimentary free of charge servicing plan provided by Saab Great Britain Limited, Saab Parts UK is now pleased to confirm that these service plans will be honoured.

"Working together with the network of Saab Authorised Repairers, we are delighted to be able to reassure approximately 1,500 owners registered for the programme and in receipt of their service plan card, that their vehicle will continue to be serviced free of charge, at participating repairers for the remaining period of their plan," added David Leighton.

Latest update

The Saab Authorised Repairer network is continuing to grow, with the latest and 88th Saab Authorised Repairer now up and running. Monorep, in Norwood Green, London, is Saab's 10th appointed Authorised Repairer inside the M25 offering Saab owners approved servicing, repair and bodyshop facilities, with trained technicians and full access to genuine Saab parts.

Alan Cowan, Sales Director at Saab Parts UK, said: "I welcome the appointment of Monorep as a positive step forwards in customer convenience for Saab owners in West London and as testament to the business opportunity that exists as a Saab Authorised Repairer. We look forward to appointing more Saab Authorised Repairers in the coming months."

*For further information please contact: Saab Parts UK – www.saab.co.uk
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SOC INSURANCE STILL ON TOP AND OFFERING MORE

It's no exaggeration to say that the car insurance market experienced unprecedented rate hikes last year with some drivers seeing renewal premiums rise by as much as 40%. Even the Club's own SOC Insurance service had to respond to insurers' demands for higher rates, and they inevitably lost some clients as a result.

Neil Franklin, MD at SOC Insurance says: "The good news is that we're through the worst of it, but sadly we did lose some Members from the scheme. We recognise that when prices are so drastically altered it encourages a focus on cost alone. Even though we were still competitive for the majority, our continued promise of good service and a strong relationship with the brand was not enough to keep everyone."

As Neil says – they're through the other side now, so what does that mean for our Members?

Neil replies: "In simple terms it means that we're much more able to help Members find the best deal – and that's more about offering good quality cover at affordable rates than just cheap insurance. We couldn't, in all consciousness, send Members out on the road with anything other than solid cover, the assurance of a reputable claims service and broker back-up should the worst happen. You just don't get that with some of the bargain-basement companies."

So, the message is clear – even if you tried SOC Insurance last year, it's worth giving them another try this year. And, if you are one of the clients who left at renewal, don't worry, they do forgive you! So much so that SOC Insurance is offering you an extra £20 OFF the best quote they can find when you give them a call. They want you back.

While we're on the subject of discounts and offers, did you know that once you've insured a car with SOC Car Insurance you'll benefit from a loyalty reward of £20 OFF the cost of each additional everyday car you place with them? You'll also be entitled to £20 OFF SOC Home Insurance (£50 OFF if you have more than one car insured with SOC Car Insurance).

In addition, from time to time (keep watching the magazine) we offer Members SOC UK Breakdown Cover at the discounted rate of £49.50 (normally £54.50).

Recommend a friend to SOC Insurance and when they go ahead with cover you can claim £20 OFF your next renewal. There's no limit to the number of friends you can recommend or the discount you can earn.

If that's not enough, all car policies now come with FREE KeyLocator cover – simply attach the tags to your key rings and you'll get them back if they're lost and found.

We think you'll agree that, as membership benefits go, this is a very good one – saving you a minimum of £115 if you take up all the offers.

Did we mention that they also offer competitive rates for Classic or collectors' cars? Check out the SOC Insurance advert in this edition or call 0800 298 4071.



Another Successful WINTER WEEKEND

With Christmas done with and the New Year started, the next thing to look forward to, in the first couple of months in the year, was the SOC Winter Weekend at its regular spot on the first weekend of February.

So with a busy January flying by, the Friday arrived and time to set off to Stratford-upon-Avon. This was a return to last year's venue situated a couple of miles out of town with good access to the local area. The forecast for the weekend was heavy snow on the Saturday so, to be prepared, we took plenty of warm things to wear and I threw a spade in the boot 'just in case'. I knew the scouts had taught me a thing or two. We motored along at a steady pace and arrived in super quick time. I think a lot of people decided not to travel due to the forecast but not us Saab folk, we are not worried by a bit of snow predicted by the weathermen. On arrival at the hotel I was pleased to see lots of Saabs' confirming the lack of concern about a few flakes of snow causing any trouble to the hardened Saab owners. It was even more pleasing to see the amount of Classic cars there, 900s, 99, 90, 95, 96 and the Two-Stroke, from what I saw, they outnumbered the new models.

The Friday night dinner was marvellous, just as last year, and was a fine opportunity to catch up with everyone we know, as well as meeting a few new Saab drivers over the good food and a glass of wine.

Saturday turned out to be just as forecast, with the temperature almost reaching a high of 0°C with a nice wind-chill factor well below that. Most people decided that the best place to be was in the car (especially with heated seats) and follow the 'Chairman's Tour of the area'. A route masterly crafted as a drive round the local countryside via A, B and a very interesting 'road not suitable for motor vehicles' section. Rachel and I on the other hand already had some tickets to Warwick Castle so went to look round it. Impressive though it is, it is best left to a warmer day to stand

up on the battlements. Having not learnt our lesson, we then followed that up with the treasure hunt around Warwick, which we completed at an ever increasing speed, due to the start of the snowfall. Back to the car and the heated seats and it was our turn to do the 'Chairman's Tour of the area'. We were enjoying the nice countryside and pretty villages although they were all slowly being covered in a blanket of snow.

The evening provided yet more excellent food and company. Mr Saab, Erik Carlsson, the SOC President, joined us again and provided more tales and anecdotes from what sounds like his fabulously enjoyable career. The Club was proud to be able to honour him with a special 'award' to reflect that he was the longest-serving employee of Saab from his early days as a test driver in the 1950s, up to the bankruptcy at the end of 2011 (he was on the payroll for some 56 years!). Derek Best kindly produced a hand-turned wooden bowl to commemorate this incredible achievement.

With more entertainment from our Chairman, (maybe he should start a double act with Erik), the evening got late as the snow carried on falling. It must have made Erik quite at home.

As always, the post-breakfast group photo was arranged and was only missing the cars (as most had inches of snow on them) and we said our goodbyes. The hotel was very good and provided good food and facilities making the weekend very enjoyable. I was slightly jealous of those staying the extra night as I knew they would have had another good evening, but there is always next year!

John Odell



I would just like to say a big thanks you to all of our Members who supported this event. Judging by the number of emails, cards and messages that we have received it is obvious that a good time was had by all.

A special thanks to those members whose assistance at the event was invaluable including Sheila, Val, Fiona, Alistair & Mike to name a few. Many thanks too for the raffle contributions from Erik, Fiona, Sharon and Mike and Norma.

A big thanks, to Mr Saab himself for joining us. This truly was the icing on the cake or was it the snow on the roof!

Erik commented that 'you are all such lovely people'. He was absolutely delighted with the wooden bowl, made by Derek Best, that Mike presented to him in recognition of being the longest serving Saab employee ever at 56 years. Fantastic.

Thanks to everyone again. My apologies if we didn't use your write up this issue.

Hilary





Friday night arrived amidst jollity and talk of the snow forecast for the coming weekend.

The evening got off to a cracking start in the bar, with lots of chat and the odd drink or two, followed by the set meal in a reserved dining room. Folks couldn't remember what they had ordered, demanding that Hilary P sail around the room, list in hand. Good food, more drink and a quiz that sorted the men from the boys.

Saturday morning dawned, cries of 'we're doomed' filled the breakfast room, as we were greeted by a thin (to the North Yorkshire writer's mind) sprinkling of snow. A few were bleary eyed but a hearty breakfast of fat man fry-up and coffee strong enough to stand a spoon in, brought everyone round and chat ensued about which option you were going to pick. Whichever way, a good day in the making.

Saturday evening saw the arrival of Mr Saab himself, and following another lovely dinner (and more wine), Erik Carlsson amused us with tales of his exploits, and delighted raffle winners by autographing prized wins.

A great weekend, ruthlessly organised by Hilary, who always produces the goods.

Fiona Graham

Just to say, a really big thank you, for organising a fantastic weekend at Stratford. Good accommodation, good food, and above all great company. All the hard work is much appreciated.

Ken and Elaine

It is evident why this event is called the Winter Weekend, it could've been called the White Weekend! As usual, Hilary had arranged everything with perfection, even the weather!

The Hotel was warm and welcoming our room was cosy, so why worry.

The evening entertainment after dinner was superb, a talk from Mr Saab himself, Erik Carlsson, this amazing man tells a wealth of funny stories, and every time he finds new stories to regale us with. I hope at 83 I still have the memory and ability to do half as well. It was a fantastic weekend, the company, the hotel, and the surrounding areas were all first class. Thanks to Hilary and Mike for organising it!

Jan Best

We really enjoyed the weekend. It was great fun. I took a few photos with my small camera and my phone, so the quality is not too good.

But here's a link to the photos that were bright enough and in focus: <http://gallery.me.com/hahnenuk#102585>

A couple of them are videos, again a bit grainy in places (and small frame size), but they might include some things that you don't have.

Will

Having just returned from Stratford, I feel I must sit down and write a few words and tell you all what a wonderful weekend we had.

This year, on the Friday night, we had a carvery which was a change from the norm and it appeared to be a success and enjoyed by all. During the evening, Val and I were given the task of selling raffle tickets. I decided to approach this with a new 'twist' and offered to sell my body for a fiver! I was eventually shot down in flames when someone (you know who you are!) offered me a tenner to stay away! To be quite honest, what can I offer at the grand old age of 75!

Saturday evening, which of course is the main evening was made extra special by the attendance of Erik Carlsson, who was presented with a beautiful handmade wooden bowl, which had been crafted by Derek Best.

At the end of the evening Hilary was presented with vouchers for good old M&S (what can you buy someone who has everything). I might add at this point, that the total collected here was the most we have ever had, which to me indicates just how much we all appreciate Hilary's hard work and dedication.

Finally I would just like to say a big thank you especially to Fiona who relentlessly carried her very heavy camera around all evening to get some very good photos.

John & Sheila Newby

What a super enjoyable weekend in Stratford, congratulations to Hilary and Mike for all the work they did to make it possible, looking forward to next year.

Tom McComb

What. A Volvo!

Sad to hear the news of Saab, my question is, how will we manage to keep our cars on the road in future regards parts? Will Saab values plummet? What will the alternative be? A Volvo? Or as the Top Gear suggested, BMW?

Stuart – www.saabunited.com

We still cannot be certain of the outcome. Administrators in Sweden are still in negotiations with several interested parties.

Whatever the outcome there are currently around 180,000 Saabs on the road in the UK alone and many Saab specialists, and some dealers who will continue to look after them in all respects.

Also Saab Parts AB in Sweden and the UK will continue to supply parts indefinitely, so there is no need to worry about parts availability.

Regarding used car values, they did initially fall, but are now rising, due I think to the fact that demand is exceeding supply, which is what I predicted would happen.

Saab owners are concerned they may not be able to purchase another in the future and are buying Saabs that are under four years old while they can. The alternative, is down to personal choice, but when you think how good a 10-year-old 9-5 still is, it will be some considerable time before I would choose to drive something else.

See page 8 – Editor.

9-5 headlights

I have a problem with the bi-xenon headlight self-levelling system on my 2005 9-5 Estate. I am pretty sure one of the suspension level sensors has failed (the one at the rear failed when the car was just months old). It looks as though I will have to trawl the second-hand parts market as my friendly local independent Saab specialist says new sensors, like many other parts, are not being released from Saab Parts in Sweden.

I would wait for new parts to become available, but with an MOT due in two weeks' time, I fear my car will be off the road without used parts. Is there a simple way to tell if it is the front or rear sensor that has failed? From what I can see on the 9-5 parts list the front and rear sensors have different part numbers.

Derek Riley

Yes, the sensors are in short supply, expect this to be resolved soon. However, the headlamps can be adjusted manually for the MOT and then adjusted back to the correct setting when the fault has been corrected.

The front and rear sensors are different and no, it's not easy to tell which one is faulty unless Tech 2 diagnostic check indicates which sensor is not working. It can be sometimes a bad connection on one of the connectors, so I suggest you have your specialist to carry out a check. If it indicates front sensor open circuit, check the connector for retracted pins or corroded terminals.

ABS problem

I've got the 'ABS light on/speedo to zero and odometer stop' problem. All works OK for a few miles of every journey, then the errors kick in suddenly till next journey.

Is this an ABS ecu unit or a rear, wheel speed sensor, do you think? (Rear hub sensor connections/wiring look OK). Can you cost both eventualities?

Nick

99% cause is the ABS ecu which is attached to the main brake unit. They can be sent away for repair or, alternatively, a used part can be fitted. Need to know if it has TCS.

Flat spot!

My 2006 Saab 9-3 1.9 TID has developed a hesitant flat spot, in the 1500 to 2000rpm range. The engine pulls cleanly under acceleration, but when cruising under light throttle, in all gears, it sometimes misses a beat. People who are in the car comment on it as well. The car is perfectly drivable and the engine is starting OK and running smoothly. I have lived with it for a month or two now, but its persistence is starting to make me want to get it checked out. The EGR valve was cleaned out in August and the car gets plenty of open road use.

While I was in France recently, towing my caravan, the engine went into limp home mode. After pulling up and switching off, I restarted and carried on with the engine light glowing but running normally again and it hasn't done it since. The engine light went off after a day or so. My Saab independent checked it on Tech 2 and a fault was stored saying air mass flow irregularity. This was cleared and reset. There seems nothing wrong, other than this slight flat spot. The vehicle is fully serviced and has 75,000 miles on the clock.

Kevin Tizzard

The most common cause is the EGR valve, I have found that cleaning the valve often does not resolve the fault. However, your specialist can activate the valve with Tech 2 whilst the engine is idling and a noticeable alteration in engine speed and smoothness on idle should be evident, if not, the valve is not working and should be replaced. A faulty valve often does not generate a fault code and bring the check engine light on.

The 16v 150 version also has swirl flaps and the actuating rod can become detached and again this will not bring the light on. A faulty throttle position sensor will result in the check engine light coming on and it will go into limp home mode. There are other possible causes but the above should be eliminated first.

TECHNICAL TIPS

Saab 9-3 sport models – CIM module

A few weeks ago we replaced a transmission in a 2004 9-3 Automatic. When we came to start the vehicle, a message was on the SID steering lock malfunction. In many cases this is caused by a faulty ISM module, ignition switch, this was replaced but the steering lock remained engaged. This poses a problem, because the ignition switch would not turn, the vehicle was also locked in park, so it's impossible to move it.

Next we connected and programmed a used CIM unit which can be done without physically removing the original and the steering lock released. Why the CIM failed at this time is not known. However, it highlights difficulties that can occur and the method to resolve the problem.

A secondhand CIM can only be used if it's the correct type with TCS or ESP and the year and model can be important. Also, a CIM without a paired remote is not useable, so it needs at least one working remote supplied with the CIM. If a new CIM is supplied and fitted the vehicle's original remotes can be used. However, they cannot then be used again with the original CIM.

As you can see, correct diagnosis is vital to avoid unnecessary expense. We will cover door modules and the UEC (under-bonnet electrical centre) in the next edition and the possible symptoms that these can cause.

A 'Post Bag' thought!

I thought I would just drop 'a line or many lines' regarding the 'Driver' magazine and the SOC in general, as I have now been a Member for just coming up to one year.

I have not as yet fully immersed myself in my local Club or attended National meetings – that is yet to come.

However, I do hugely enjoy reading about others and their 'love of their cars, Club friends and outings', doing the most important thing it seems to me – which is simply using and enjoying their cars.

I am also interested in the level of technical assistance offered to keep the full range of the marque on the roads of Britain, Europe and the rest of the world it seems.

One thing I have noticed is the 'Donny Downer' on the 'New 900s' cars. It seems that the general opinion is that they are somehow not Saab enough!

Well, I have run one for the last six or seven years, with the only major 'breakdown' being from a blown head gasket (which was replaced, the engine checked over and off we go again) – it has always been reliable and does not have issues with fuel tanks, misfiring or oil supply.

It is a very useable 'modern' car, which has been 'reasonable' to keep on the road (thanks to all those at Two-Stroke to Turbo) – only starting to become slightly more fragile over the last couple of years.

I fully understand that it is built on a Vauxhall platform (and not a good one at that), but having driven many old Vauxhall's – that never drove like the GM900, or have they been as much fun to drive!

I still use mine as my 'business' vehicle. My 'business' involves potentially driving anywhere within the UK, but mostly in and around Central London. I have never felt ashamed to leave it in Mayfair, Kensington or any of the 'better' London addresses. I have also had huge fun driving around the country



including border counties of Scotland and into North Wales for the odd visit – which I can only imagine are like parts of Sweden and where the car is truly 'fit for purpose'.

I have, sadly all too briefly driven 'Classic' 900s (and would love to own a 900 Turbo 16VS) and also an old 9000 (first model type) which was remarkably smooth and once again 'modern' to drive. I get that the older cars are undoubtedly better engineered, but please do not discount or discredit the GM900 totally.

Please do not forget that there are a range of people for the range of cars – not everybody wants to 'live', fettle and has the available finances to keep/restore some of the 'original' and independent (pre-GM) Saab cars!

The GM900s may not be amongst the greatest of the marque, but they are practical and do 'share' the Saab ethics of solid build, great practicality, ability to drive huge mileage (in great comfort) and as with mine – be acceptably economical but with great pace, being the 'full-blown' Turbo model.

It seems to me that many of these cars are now at 'scrap' value effectively, so maybe for those who 'tuck-up' their treasured and now rare models for the winter months, there could be a modern, practical and reliable alternative (compared to many 'Euro-boxes') sitting out there being ignored or overlooked. From my 'long-term' use they are hugely better than they are normally given credit for – it seems!

Mark Aldridge

The Big Bang!

I enclose a photograph of part of my Saab 900i, G933 XVT, purchased in 1989 from the dealers in Stoke-on-Trent. I still use it for local trips, to my allotment for example. It has done, to date, 98,900 miles. I also have a 93, K80 COE purchased in 2001. This has done only 48,000 miles, used for longer journeys.

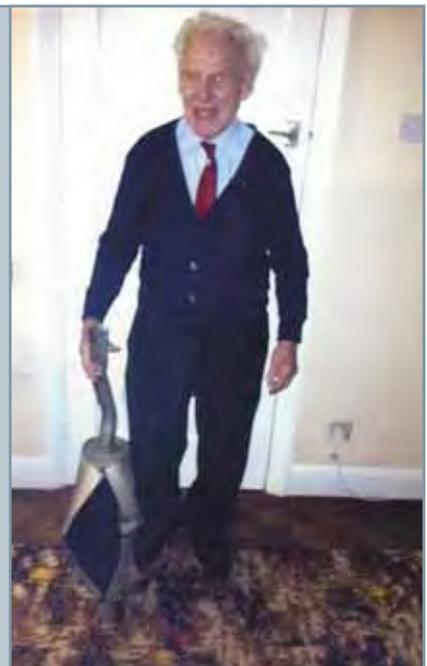
So I am a keen Saab driver... driving through Sweden in 1968, I was impressed with the local technology and, on returning home, by the new Saab model introduced at the Motorshow in Paris. I bought a 96, the only model on sale in this country. I've driven Saabs ever since. My student son bought a Two-Stroke 93, (shown in

the 'Driver' some years ago?) and I became Chairman of the SOC.

In that capacity, I contacted the Chairman of the Dutch SOC, and stayed with him in Apeldoorn, while on a camping tour. Visits to this country by Saab Club Members followed. At one joint rally over here, a test route involving a hill, was quite a novelty – hills are rare in Holland.

Our families have made many trips for weddings, funerals and on the way to camping rallies and other events. The most recent was in October when a grandson was seeking a university place in London. To say that Saabs have kept me young is stretching it, but I'll soon be 91!

Ken Coe





Winter Project

Attached is a photograph of my Saab 96 V4 1974 rally car lookalike project that has taken the last six months to complete, many long hours and many, many, cups of tea later, it's finally finished.

I have always wanted a 96 that looked a bit different and one that would stand out, I have had many 95s and 96s in the last 40 years and never had an Indian Yellow one – well I have now.

In brief, she has had a complete bare metal repaint, Soccerball alloys, roll cage, twin choke Weber, sump guard, Bosch rally lamps, sports exhaust, re chromed bumpers, new brakes, clutch etc and decals for the 1974 RAC rally season added, next step will be a more powerful engine.

PS A big thank you to Ivor Simpson who helped with this project! Hope to take her to the National at Kettering this year.

Ian Carlyle Brown

We Need Your News!

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

**The Editor, Dave Garnett,
Gorse Field House, Birtle,
Bury BL9 6UD.
editor@saabclub.co.uk**

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NOTICEBOARD



Swedish Day UK
Sunday 13th May 2012
Haynes International Motor Museum
www.swedishday.co.uk

INTSAAB 2013 2-4 AUGUST

Golden Jubilee Celebrations

Venue in the Midlands, which will be announced in the next 'Driver'

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

PEAKS & DALES 1-3 JUNE 2012 WINDY HARBOUR

Camping now available with shower and toilet facilities. Another exciting tour in and around Derbyshire, which will include a visit to Pooles Cavern in Buxton and a visit to Chatsworth House and Gardens.

For more information please contact:
Richard Elliott

Tel: 01457 852944 or
email: technical@saabclub.co.uk

THE NATIONAL 2012

20-22 July

Wicksteed Park, Kettering,

Northants – Details on page 20-21

THE SIXTEENTH LAKELAND GATHERING Camping Weekend 8-10 June 2012

This year will be the sixteenth year that the Cumbria Group has hosted the Lakeland Gathering. Last year we introduced the Lakeland Passes drive; it was so well received that we will be planning another drive this year, a different route, but hopefully just as enjoyable.

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

As we use the Cockermouth Rugby pitch, there is plenty of room, dogs and children are very welcome. There are toilets and showers, and in the evenings we use the club house and bar, it must be the cheapest pint in the area! It is also the cheapest camping locally; £8.00 per night, what a bargain! £3.00 for day visitors includes tea and coffee and sometimes biscuits.

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

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

Cockermouth Rugby Club Centre, Grassmoor Sports Centre, Strawberry How, Lorton Road, Cockermouth, Cumbria, CA13 9XQ. Tel: 01900 824884. Ordnance Survey Grid Reference NY 132299.

PROGRAMME

Friday

19.30 Fish and Chips (must be ordered by 18.00hrs)

20.00 Welcome and social evening in the bar

Saturday

13:00 Lakeland Passes Drive

18.00 Barbecue should be ready so you can cook your own food

20.00 Quiz and Charity Auction in the club house (please bring all your loose change)

Sunday

10.00 Car beauty contest

11.00 Coffee morning, raffle and prize giving

12.30 Carvery Sunday lunch at the Shepherds' Hotel (book by Saturday evening)

Gigantic



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- **Technical information available for all**
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Steve wants your dates!

The Rolling Diary is proving hugely popular with Members, so please do support any activities in your area. Please e-mail any events to Steve Trigg at: stevetrigg@btinternet.com giving dates, times, locations and a contact name, number and e-mail plus, if required, a few words about the event. The deadline for 'WHAT'S ON' ONLY in the June/July 2012 issue is 4 May 2012.

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

APRIL
THURSDAY 5th
East Anglia Saab
Meeting 7.00pm.

WEDNESDAY 11th
Ebor Saab
Meeting and Quiz 7:30pm for 8:00pm.

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

TBA
South Yorkshire Saab
April Saturday or Sunday.
Visit date and venue to be confirmed.
Contact: saabinn@virginmedia.com

MAY
THURSDAY 3rd
East Anglia Saab
Meeting 7.00pm.

SUNDAY 13th
Swedish Day UK
Haynes International Motor Museum
www.swedishday.co.uk

SUNDAY 20th
Ebor Saab
Full day run – Pateley Bridge.
Contact: Stuart Ashton 01423 883749
stuart.ashton900@btinternet.com

FRIDAY 25th-27th
3RD ANTIQUE SAAB CONVENTION
Mosina near Poznan, Poland. Contact:
www.saab-gt.pl or www.saabzlot.pl

SATURDAY 26th
South Yorkshire Saab
Afternoon at Fred & Edna's 3.00pm.
Contact: saabinn@virginmedia.com

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

JUNE
FRIDAY 1st-3th
Peaks and Dales.
Contact: Richard Elliott. 01457 852944.

SUNDAY 3rd
Ebor Saab
Thornton le Dale Show
Contact: Chris Greenwood.

THURSDAY 7th
East Anglia Saab
Meeting 7.00pm.

FRIDAY 8th-10th
16th Lakeland Gathering
Cockermouth Rugby Club, Cumbria
Contact: 01900 824884.

SUNDAY 10th
Ebor Saab
Newby Show. Contact: Chris Greenwood.

WEDNESDAY 13th
Ebor Saab
Meeting 7:30pm for 8:00pm.

SUNDAY 17th
Ebor Saab
Harewood Show. Contact: Karl Moxon.

WEDNESDAY 27th
East Midlands Saab
Summer Night Out
More details next 'Driver'. Contact
Peter Briggs - p.briggsts@ntlworld.com

FRIDAY 29th
Ebor Saab
Evening Fish-and-Chip Run.

Contact: Adam &
Marie Mosley 01904-709989 -
adam.mosley2@btinternet.com

JULY
THURSDAY 5th
East Anglia Saab
Meeting 7.00pm.

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

SATURDAY 21st
South Yorkshire Saab
Visit to National
Contact: saabinn@virginmedia.com

Ebor Saab
Visit to National
Contact: Stuart Ashton/Karl Moxon

WEDNESDAY 25th
East Midlands Saab
Summer Night Out
More details next 'Driver'. Contact
Peter Briggs p.briggsts@ntlworld.com

SUNDAY 29th
Ebor Saab
Ripon Old Cars
Contact: Chris Greenwood.

TBA
Ebor Saab
Flat Green Bowling Evening
Contact: Rowland Ward 01757 704269.

AUGUST
FRIDAY 3rd-5th
International Meeting
Spa, Belgium www.intsaab2012.com

REGIONAL GROUPS

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

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

Ebor Saab hold their Club meeting every second Wednesday of each of the even-numbered months at The Grey Horse PH, Elvington, near York. Contact: Chris Greenwood 01482-562087 - brindlegreenwood@gmail.com or Karl Moxon 01482 847120 - 38mox@38mox.karoo.co.uk

East Anglia Saab hold their Club meeting every first Thursday at The Woosack, The Street, Fornham St. Martin, Bury St Edmunds, Suffolk, IP31 1SW. Contact: Rachel Hillier, email: SootySaab@aol.com - www.easaabclub.co.uk

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

East Sussex Saab hold their Club meeting every second Wednesday at The Cricketers Arms, Berwick. Detail are on our website - www.eastsussexsaab.co.uk

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

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

South West Saab hold their Club meeting every first Wednesday of the month at the Quicksilver Mail Pub, Hendford Hill, Yeovil, Somerset, BA20 2RG.

South Yorkshire Saab contact: saabinn@virginmedia.com

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

VACANCIES

Membership Director

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

In summary the role would include:

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

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

Mike Philpott

Benefits and Services Director

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

In summary the role would include:

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

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

Mike Philpott



SO WHY DO I LOVE MY SAAB?

I've had lots of other cars, and I liked a few of those, but my Saabs (all 9-5s) found their way into my heart.

At first it may have been the power. But after a short while other attributes crept into the equation, the comfort from the seats and the ride. The feeling of security, within the interior, all that Swedish steel round me. Did I mention that overtaking power? I actually looked at the body shape through my window, as the car was parked in my drive, thinking, it's not particularly pretty!

The realisation that this car had most of the 'extras' that I could ever have wished for, though after three such models I still don't have heated seats – all bought secondhand.

I began to appreciate the engineering, well you do when you have to buy spare parts! Slowly thinking, if I look after this thing we can get on well for many years. Why then have I had three silver 9-5s?

Well, that's what was on offer from my friend who was offering them through the years, plus the fact that this guy looked after them (they were leased company cars, which he had bought at lease end). I knew they had been cared for and well maintained.

Each time the newer one came with more goodies, and yes, there were times when I had concerns as familiar parts broke down, ignition cassettes, (2) lost pixels (what again?) even bonnet badges suffering the ravages of 70mph-plus driving. They never did improve the longevity of these things did they?

Certainly the recommendations of other Saabnuts were valued, like having the sump dropped and checked, changing the oil/filter every 6000 miles despite the derision of a mechanic buddy, I'm sure it has paid me. Anyway, what is the cost of new oil when viewed as part of the grand plan? I work my car hard, and it will still outrun most others I see and who still only view the tailpipe as we pass them all – within the law you understand. A treat of cleaning and conditioning of the leather interior once each year and a serious wash and wax polish outside, (not as often with the latter as perhaps I should) is satisfying after it's done.

This one's now approaching 11 years old, but still gives me that same buzz when I drive it. Yes, I still have 'that smile' as we cruise along the occasional good road surface. I've thought about a change to a 9-5 diesel, since I no longer travel so far, but then, I wonder why and keep this petrol one with the 2.3litre lump and the full pressure turbo which gives that push in the back when I ask it to, which is often. It's just a great car!

I've read all Clarkson's rants about 'poor road holding' and all that. Shame the shark fin is looking cracked, but who cares? Not me. Simply because I love these Saabs.

After all that's happened, will they close or not? Yes they have, would I buy another? Of course I will (eventually). Next question please!

Since writing the story, John has bought his next Saab, from we know who in Glossop! John has now hit the road with a 9-5 Aero, and as he has commented – 'Well, I was bound to get one some day – wasn't it!'

Update – February 2012

OK, in my way I made it to the top. The top of the Saab range. I never set out to do this thing, but you know how it is guys, this brand works its way into your subconscious and like drugs, you can get hooked. I bought a 9-5 Aero.

It's Black and carries one of those Irish number plates that hides its age. Somebody has taken care of it in its past life and that's to my advantage, it does look good. It's also one of those with the 1265 or whatever 'improvements', the model that followed my slightly older, 'Airflow'.

I'm in that honeymoon phase when having just acquired it, I am slowly discovering the changes which were made. The first to be noticed was the totally different feel of the suspension and ride. It is a massive improvement in terms of both comfort and feel. Then, of course, the power output and sheer exhilaration when you floor the gas pedal! Pushed back into those super supportive seats. This is truly

what Saabs are about! I had been talking about buying a diesel, or perhaps a 'smaller' model, then I bought this!

Although this black wolf in sheep's clothing undoubtedly looks good, it needs washing every couple of days! The Xenon headlights do a fantastic job of lighting the way, though after three previous 9-5s, it feels strange not to have that load adjustment switch behind the wheel.

It's quieter than the others, but a satisfying roar emits when that pedal gets pushed hard.

I don't pretend to understand what ESP does, I always thought that was some 'spiritual' thing, but it seems it's mechanical on the car in this respect. The fact is, however, that it does it well, giving a secure feeling different from the one I've previously mentioned in respect to the sheer safety aspects built into these great cars.

I've long since tired of the motoring journalists who went on forever about Saabs being 'quirky' and old fashioned. There are few cars around my home area that can out accelerate this one! I recall looking through the alloys and thinking, wow! Look at those discs! They're massive! Just seeing those makes you feel secure, and of course they are very effective in stopping this powerful car. Should I be registering it in the club, or is it already known? It's bog standard. No Hirsch bits; will that be my next move? Or will I become that ordinary Northern pensioner who's never quite grown up and should perhaps take seriously the comment that his best mate said recently: "Take a photocopy of your licence now, quickly, so you can look at it, as it was, before it got those points on?"

I'm supposed to be a pillar of society, and a retiring old lad now, but I've still got the urge to drive this car just as the Saab engineers designed it to be, and I do! Every chance I get.

Gotta go lads. Even at 9.00pm I feel the need to go and drive my Aero!

John Howard



THE NATIONAL 2012

20-22 July • Wicksteed Park, Kettering, Northants

Our National event this year takes on a completely new theme. This will be the event with something for everyone within this beautiful 147-acre park which includes a traditional fairground, theme park rides, a steam train and even fishing in the large lake. There will be two full days of activities so there is something for everyone.

Wicksteed Park, as well as having rides and attractions, is also an English Heritage Grade II Listed Park and Garden. The grounds and gardens of Wicksteed Park cover 147-acres, and include:

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

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

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

In addition to all that, Wicksteed now has a campsite with

a brand-new toilet and shower block. We will have our own dedicated event and camping area.

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

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

So if you want to join us for the whole weekend or just for Saturday or Sunday the choice is yours. If you want an action-packed weekend or just chill out, we will have it all. We do not yet have the full programme of events but will publish it on our website by the end of April plus in the next 'Driver'. You will find the booking form opposite. Early booking will help us a lot so please get it back to us as soon as you can, but by no later than the indicated date.

The costs included here get you into the park and the SOC event. If you wish to go on the rides, we have negotiated a discount of £4 on the wristbands for children. Alternatively, you can just buy individual or strips of tickets.

For any Members who wish to extend their stay or indeed come earlier, there is a Sunday to Thursday rate of just £15 per night for camping, which, again, includes entry to the park. Please book this direct with Wicksteed on 01536 512475 telling them that you are with the Saab Owners Club.

You will see that we have kept the costs down to the minimum and we believe it is fantastic value for such a high quality venue. Where else can we get a full fun day out with our family for £8 or a whole weekend including the campsite fees for around £40?

So please don't delay, book today!

We look forward to seeing you there

Mike Philpott

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

The Arena

- Roller Coaster
- Rocky River Falls
- Ladybird Coaster
- Racing Cars
- Honey Pot Bears
- Paratrooper
- A range of games

The Fairground

- Roundabout
- Double Pirate Ship
- Panning for Gold
- Cups & Saucers
- Carousel
- Mini Jets
- Crazy Golf
- Putting Green
- Dodgems
- Astroglide
- Rockin' Tug
- Lighthouse
- Wicky's Inflatable

The Free Playground

Wicksteed Park has one of the biggest and best playgrounds in Europe!

The Playground was first developed by Charles Wicksteed in 1917 when he decided that he would use his engineering company to manufacture park seats and playground equipment. The manufacture of the Park seats and equipment proved to be so popular that he went on to provide this equipment to Parks all over the world – in doing so making the Wicksteed name of Kettering famous.

In recent years over £250,000 has been invested on a huge variety of themed play areas – swings, see-saws, climbing frames, adventure modules and activities – all designed to keep the kids happily and safely entertained for hours!

The Lakeside

- Waterchute
- Nautic Jets
- Large and Small Lake Boats
- Monorail
- Mr Wicksteed's Veteran Cars
- Small Playground
- Sandpit otherwise known as 'Wicksteed on Sea'
- Funny-Foto Stand
- The Arboretum
- Aviaries

NATIONAL 2012 BOOKING FORM

Name _____

Membership Number _____

Vehicle Make & Model _____

Registration Number _____

Address _____

Postcode _____

Telephone _____

E-mail _____

Trader (please tick)

	Members Cost/day	Non-Members Cost/day	No. Of units/people	Sub Total
Camping Friday	£18.00	£20.00	<input type="text"/>
Camping Saturday	£18.00	£20.00	<input type="text"/>
Wicksteed Park Pass Saturday (per car)	£6.00	£6.00	<input type="text"/>
SOC Saturday Event Fee (per adult)	£1.00	£3.00	<input type="text"/>
Wicksteed Park Pass Sunday (per car)	£6.00	£6.00	<input type="text"/>
SOC Sunday Event Fee (per adult)	£1.00	£3.00	<input type="text"/>

Photocopies are accepted.
 Booking form can be found on line at saabclub.co.uk **GRAND TOTAL**

NOTES

The campsite has a new shower and toilet block – showers, etc are included in the cost.

Sorry but there are no electric hook-ups.

The total cost for the event is made up of two elements. The Park entry cost charged by Wicksteed (which is per car irrespective of how many people) and a SOC daily event charge to cover our expenses. The Wicksteed daily park charge is included in the camping costs so please ensure that you do not pay twice!

Children under 16 are free.

Please note it is not possible to attend our event without paying the Wicksteed park entry fee. So you need to book for the camping plus the SOC event fee or the Wicksteed Park pass plus the SOC event fee. Please also note that the event fee is per person and the camping and park entry is per car.

On entry to Wicksteed and our event field you will have free access to the whole park and gardens, kids' playground, outdoor shows, food outlets and, of course, our own SOC activities. To go on the rides within the park you will need to purchase wrist bands or tickets. More details on the discounts in the article opposite.

Pre-paid bookings will have a numbered pass emailed or posted so there will be no need to pay at the gate. It will also ensure that a souvenir plaque is reserved for you. Those that pay on the day will need to pay for

the Wicksteed Park pass at the gate and the event fee as you enter the SOC rally field.

We would be very grateful if you could please book in advance to allow us to plan more efficiently. It will also guarantee your Rally Plaque as once they are gone they are gone! Additionally we have agreed a fixed Park entry cost with Wicksteed that will not increase for pre-paid bookings, but we cannot guarantee this if you choose to pay on the day.

Traders and 'car booters' are welcome and will be charged the same rate as campers or day visitors. There are no additional charges for the pitch. Please indicate on the booking next to your name if you a trader.

Please note that campers and traders must pre-book no later than 28 June to allow Wicksteed to prepare our camping area and event field and for us to send your passes. Campers turning up on the day will unfortunately be turned away as there will be no space allocated.

To encourage early returns a small gift will be included for the first 20 bookings.

Payment should be made by cheque to The Saab Owners Club of GB Ltd and sent to:-

Margaret Halstead
 6 Cain Street, Biggrig, Egremont,
 Cumbria, CA22 2TP.



All correspondence to:

Ellie Wilson

43 Towbury Close, Oakenshaw South, Redditch,

Worcestershire, B98 7YZ

Tel: 01527 403596,

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WESSEX SAAB
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WEST MIDS & WARWICKSHIRE SAAB

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Hello and welcome to another Around the UK section. I hope you will enjoy this article as much as I did recalling all the events to report back to you about. I really thought this was going to be my shortest article in the magazine, but as you will see, it clearly is not, please read on and enjoy.

WMWSOC Christmas Party

Promise this is the last talk of Christmas for the rest of 2012... until your December 2012 issue. My local Group decided to have our Christmas do after we had all had our fill of turkey and tinsel. It was very well attended, (as was expected) and the food was absolutely fantastic. I would really like to go to the same restaurant again next year (so would Mrs Ellie!) hint, hint..., oh and if you want to risk inviting me to your Group meal, for this year, let me know from now, then I have plenty of time to remember and you have plenty of time to take pills to prepare you for my arrival!

We Are Saab (and still strong!)

I would like to send a belated thank you, to all who attended the events across the country. The initiative started by our friends in the Netherlands was initially just a wild idea thrown out in jest, then all of a sudden, over 40 countries and more than 100 meets worldwide later, I certainly think we made our feelings for Saab brand well known to all those who are against the Saab brand survival.

Now to the credits... thanks to Craig Bell, Steve Alty, Richard Elliott, and Robin Morley for taking up the reins in their locality to arrange their events. I was more involved in the Midlands and South region, and below are just a few of my highlights of the day with pictures (when I remembered to take them).

Simon McLeavy with his new Saab 9-5, bought on 12 January from Western Saab Newcastle, he lives in West Sussex and made a round trip of some 750 miles to make the purchase, he is what I would call... a real Saab enthusiast. Simon from West Sussex really wanted a new Estate 9-5 but, when he realised it was not going to happen anytime real soon, he jumped at the chance of owning this 2.8 XWD beauty, well done, Simon... keep the faith.

Chris Wilcox asked Erik Carlsson for his autograph, that was great and as far as the request went, in fact, it was quite a reasonable request, but he wanted the roof of his 96V4 signed and 'Erik on the Roof Carlsson' duly obliged by signing his roof for him, plans are already in place to have this memento sealed so that this unique autograph stays there forever! Well that's tripled the value of Chris's beloved 96!

The guys from Neo Brothers also turned up with one of their tuned 9-3 models, as did many Saab enthusiasts from the length and breadth of the UK. There was even a Saab enthusiast from Denmark who turned up, who apparently attended the Lancashire meet the day before, then made the journey South to attend this event.

Jillian Russell of Middlesbrough was a very, very happy lady. She got a big hug from Erik Carlsson and his autograph, and boy did that make her day, in fact, it's completed a lifelong ambition to meet this motoring legend – there I was I waiting

GROUPS SUB-COMMITTEE LOCAL LIAISON OFFICERS

Stephen Trigg, 18 Clevelands 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



for a hug... in fact, I am still waiting, though I think the moment has passed!

The Scissor door 9-3 is owned by John Craddock of London, he spent months completing this work, which he did himself. The doors had to be lengthened and the wings shortened to achieve this magnificent finish, this is a real labour of love, but the car really does look impressive, great job, well done, John. I hope you bring it to this year's SOC National at Wicksteed Park, Northamptonshire.

Eva Ekehorn, was probably one of a couple of people who could talk to Erik Carlsson in his native tongue, she too was really pleased to meet him. One of her first memories of Saab cars was when she was working for the Grenada high commission, where a Saab 99 Turbo was refused as a diplomat car, as it was deemed too fast. I guess they were thinking back to the days of steam trains, when it was thought that if a human travelled over 50mph it would be impossible to breathe and would pass out... saying that, I have been in some fast Saabs on the track where it was pretty difficult for me to keep my eyes open – let alone breathe!

I have also included other pictures of the event and the people I met there, it was great to meet/see you all, I hope you too had an enjoyable day.

Finally, I want to say a real hearty thank you once again for your support and I promised a special mention to the East Anglia Group who turned up in the biggest convoy!! Yes, it was headed up by Rachel Hillier and closely followed by the rest of the convoy, including our very own John Crook (9000 Registrar).

Here we have a couple of reports and pictures from some of the events around the UK

We Are Saab North of England and Southern Scotland

Craig Bell wrote:

"OK, wow, what can I say? Brilliant turnout, brilliant weather after the start, just a shame about the temperature. A fantastic range of cars, up to 30 and roughly 60 people. We had from the oldest V4 right up to the newest 9-3. We did not expect this many turning out. Some came and went but we maintained a minimum of 25 cars throughout. It was amazing to see at Newcastle, just one after the other coming into the car park and what a convoy we had.

"A massive thank you to every individual who came and supported this event. Everyone should be proud of themselves. I was pleased to meet everyone, even though I didn't really have any time to have a proper conversation with anyone.

"Also thanks to Derek Best for bringing the Saab banner.

AROUND THE UK



Thanks to John (Speed) who did lots and lots of lobbying for the event, plus went and checked out the starting point car park to make sure it was suitable for the event. Thanks to Alistair for bringing some extra larger 'We are Saab' stickers, for the windows and helping out.

"I have to say myself that some of the scenery up there on a clear day is spectacular and sometimes we don't appreciate what we have, so close to where some of us live, that made the drive even more interesting.

"As some will know I was speeding off ahead and then doing some videos out on the road. I will also add some pictures of the event from start to finish when I get them uploaded, so enjoy this for now – the links are below, take note of how far you can see the line of cars going for in the distance, please type the link below into your browser to see a video of that part of the day."

www.flickr.com/photos/67183641@N04/6704075657

We Are Saab Glossop

We had a really grand day, thanks to everyone who turned up and a special thank you to Richard Elliott for providing the hospitality, we hope our meets across the UK go a long way to secure the future of Saab – Northwest Saab (pictured above).

We are Saab Lancashire Group

Steve Alty, said:

"A massive thank you to all who turned up, with the weather being so kind to us, it all made for a great day. Some really nice cars, well done to those of you who managed to give your car a wash in sub-zero temperatures this morning. Hans from Denmark won the prize for the furthest travelled.

"It was nice to see you all, and thank you for your support, also thank you to Rob (Frankensaab) for taking some great pictures at Bay Horse Saab and throughout the day, and to all who posted pictures on UKSaabs, great support thank you."

We Are Saab South West

Robin Morley wrote:

"I did not take too many photos as I was talking, but I've

posted them at [www.flickr.com/photos/trollpower ... 703692861/](http://www.flickr.com/photos/trollpower...703692861/) for you to see.

"Fantastic day and big, big thanks go to Chris Hamley for hosting the day, a great turn out, and also many thanks to all who turned up to this event."

SOC Winter Weekend

So sorry I missed this event this year. I had to work and was not best pleased, as I had been looking forward to this since last year. I then planned to attend after work, but then the Midlands was blessed with a covering of snow! Anyway, I have been reliably informed it was a great weekend and the weather did not spoil anything. Hope to be there next year, well done to Hilary Philpott for pulling this altogether, another job well done.

Saab 9-3 Topolla

I was looking through another car magazine, (as you do), when I stumbled on a prototype from a Japanese manufacturer which featured, what we Saabists would have called, a Toppola. Two things happened later that week; I was sent an email of an NG9-3 with a Toppola fitted! I did not know they were even about and then to my horror, I found an American monstrosity, with what can only be described as, 'a car that looks like it crashed into a ground floor apartment and did not stop' (see above), it does not take a genius to see that Saab has been ahead of this game for decades, a true pioneer and innovator, one we should not ever forget. A lot of the innovations being used today in other cars were pioneered by Saab... don't get me started! They, (the rest of the world) could not understand the thinking of Saab, it's taken them a good while to catch up, but hey, better late than never.

Did You Know? I bet you didn't know this bit... read on.

There is a happy band of Stokers in the Saab Sidecar scene, who have kept this little gem quiet for many years, but thanks to a new Member, Richard Holmes, who has enlightened me to more of the exploits of the Saab car/Saab name, here's a few words from Richard.

"Hi Ellie, thank you for the interest in my Motorbike, it is a Classic Road Race outfit from the 1960s/1970s period, this one is from 1965. They are called Sidecars or Outfits, some of your



more senior Members may call them combinations, but you should never call them that, as that is what the timekeeper wears on a cold day!

"The bike was built in the sixties and is the only one racing in the country today (possibly the world). During the period of build, the Saab engine was used with much success in events.

"I have raced it myself, with a lot of success in this country, as well as Sweden and Denmark, they absolutely loved it in Sweden, as many of them had never seen one before. It takes two people to ride a Sidecar, the driver and also the passenger. Samantha Holmes (my daughter), is just as important as the driver as she has to balance the Outfit in the corners and keep it stable. This takes great skill, as we are not exactly travelling at a slow pace when racing and she only has her hands to hold on with.

"Whenever we put the bike on show it always draws a huge crowd. There are a few basic facts about the Bike. The engine is a Monte Carlo 3 cylinder Two-Stroke, this has now been modified and bored over square 73x74. The front block has been cut back, the distributor and oil pump castings removed to mount the electronic ignition, the rear of the block has had the gearbox and flywheel removed, the drive is now by belt and gear. As a result, the bike has over 100HP and revs to 7500."

Thanks, Richard, that was very interesting. I hope maybe you might grace us at the Saab Owners Club National 2012 with this rare vehicle to put on show, I am sure it would be a real star. Oh, and you will get to meet other 'Stroker' owners, with whom you could all swap ideas – somehow, I really can't see Ken Dover modifying his Two-Stroke – but I will run the idea by him to see what he says.

Saab Driver in Distress...

I had a phone call (after the fact) from a long-time Member, Tom McCombe of Derbyshire, who set out in his ever-faithful C900 Ruby with the intention of getting to Belfast, via Stranraer, via the ferry. Well, on the way up to Scotland, the charge/ignition light illuminated on his dashboard, immediately he thought, 'Oh well', possibly a loose or broken belt but on checking these items, all were well.

It was a pretty cold night and Tom did not fancy driving over

to Ireland where it was even colder and by now the heating fan had all but failed and the journey could not continue as the lights were failing. The following morning Tom found a Ford yes, Ford garage. This was AutoSparks of Stranraer, owned by S Magee and Sons. Seeing a Saab driver in distress, they were readily happy to assist, they put the battery on charge and set about finding the fault, which they duly located to the voltage regulator. "Kevin, who was the technician on this job, was extremely helpful and only charged me a modest sum", says Tom. On behalf of all us Saab drivers – thank you AutoSparks of Stranraer, for helping out one of our Members.

Saab Parts and Servicing to continue as normal

A new company has been set up to continue to provide parts and customer care for the 188,000 Saabs in the UK.

Saab Automobile Parts UK Limited (trading as Saab Parts UK) has been set up to provide continuity of parts and customer service packages for owners of Saab cars (see page 8 for details).

The lovely looking C900 T16S

Rob Beard, sent me a picture of his C900 T16, what a beauty, and what a great shot of the car. Please do ensure you drop a line to our C900 Registrar with details about the car.

Saab Events 2012

Coming up in the following months, are a host of Saab events, both locally and nationally. I hope to see you at one place or another and do bear in mind, the Saab Owners Club will be hosting the International Saab Festival in 2013. The dates and venue will be announced later this year, please also check out the diary on the Saab Owners Club website – www.saabclub.co.uk – as things are always being updated on the site and it's a great source of finding out what's happening in the Saab World.

In the next issue, I will report on my view of the SOC feature on the BBC TopGear programme featuring Saab. If you would like to contribute your view on the programme – good or bad, please drop me a line!

That's all for this edition, I hope you enjoyed the read.

Ellie

SAVING THE BEST TILL LAST

SAAB 9-5 AERO TTIDX4 2LTR DIESEL 6-SPEED MANUAL SALOON

Because you asked, I felt a response (or the effort) should be made – especially as I haven't written for some while. This is a piece on the last 9-5 model(s) to come off the Swedish factory production line and I feel very privileged to have secured one before the demise of the Company.

Before I tell you about my latest Saab, I can say that my first two Saabs were 9000 models, excellent they were too. These were followed by two 9-5s of which the first one was superb but the second one was just OK. It was the facelift of the 9-5 model that probably decided me to go for the later model 9-3 Aero saloon which was also a fantastic car.

I saw the new model 9-5 come out and read all about it but was content with my 9-3. Maybe a little tight for a big man as I am, but nevertheless it fitted nicely, drove lovely and performed

like a sports car. Silly me – it was a sports car dressed up to be a family saloon car. It was the 1.9TTID Aero Saloon. I had the car upgraded and did that go! It hugged the road like no other car I'd had. Not only had I dropped from a 9-5 to a 9-3, but I also dropped many years in age at the same time! Dangerous I know, but my pogo driving aide made sure I kept my money in my pocket and not having to donate anything to the national coffers.

Then I accepted a loan of a new V6 9-5 for a day from my



dealer whilst my beloved 9-3 was in for an annual service. This was as different in terms of a Saab as I had ever seen. A new generation, a new concept, call it what you will. Maybe a true Saab enthusiast who likes to get their fingernails dirty and a bit of grease up their arms would not have accepted this 'all' brand-new model as readily as I was prepared to, but this was motoring 21st century. This truly was a generation of motor car to compete with the Germans and the higher end of the Japanese market.

I had read many things about the 'all new' Saab 9-5 with some good and some not so good comments. Cars, I believe, are like people, you shouldn't make your mind up until you've met them and made your own judgements, otherwise you could miss out on a lot of fun in life. I have owned all sorts of cars in my life, some of which I was advised were, 'driving disasters' – how wrong that advice was. I won't mention any particular model car here for fear of losing some of my readers when maybe their experiences were not the same as mine?

Well, back to the current story. I arranged to go to the showroom and meet with the 'man' who would take my 9-3 in part exchange for this wonderful new machine on top of the £3000 voucher I had been given by Saab UK as a loyalty bonus. With a little bit of further arm twisting and a full nelson headlock they submitted to my demands and the deal was done. My new car had the lot as well as an all new 2011 colour finished in a metallic paint. A colour that I would eventually discover changes with the light of day or night. Strange but true – it can range from silver going through a blue to a golden bronze.

On 7 December 2010 I took possession of my new Saab 9-5 and I have never looked back or been disappointed with my decision. I have not done many miles in the car, but then, I don't, whatever the car. Wherever I have been with it, it draws a lot of attention. People do seem to be 'struck' with this model of Saab more than any I've had before. On a car park in the Dales of Yorkshire last year, I had plenty of admirers around the car and may have sold it to one couple – but then, how would my wife and myself get home with all of our luggage?

It is a great looking car and has plenty of room with great versatility to adjust things around for those awkward loads considering it is a saloon car. Its load capacity is as good, if not better, than what Saab owners have come to expect. Four adults with four very large suitcases and hand luggage going on holiday, yep, no trouble it just swallows it up just like it does with the road handling when driving fully loaded or just with the driver on board. Fixing my removable tow bar before connecting my four-berth Bailey caravan, also presents no trouble other than you hardly know that you are towing such a large caravan.

The one and only 'quirk' of the new 9-5 is the 'keyless' entry. I have learned that whilst you have the key fob on your person to gain entry and ultimately the control of the car, which you can leave it running on the driveway and walk away without the risk of seeing the car disappear up the road – because it won't, it can't.

What does happen if (and please note if you own this type of car and have yet to find out) you leave your wife (or anyone else come to that) listening to the wonderful sound system whilst you (the driver) pop into a shop for a few minutes that when you get back into the car you will have found that the steering has locked up and it does not give into you very easily. The only way

out of the problem is to hold the start button down for about ten/twenty seconds, which will decommission the system and free up the steering.

It is such a shame that all of you Saab driver/owners have now missed out on owning such a car. I believe that this particular car would have become one of the best-selling Saabs of all time, when the nonsense of what the so-called 'experts' who had denigrated the model in the national media, had died down. Built on a Buick chassis to impress the up and coming Chinese (who aspired to owning a Buick) market place was a much needed change from trying to impress the North American market where Saab has had a strong foot holding for some while.

I am informed it is the latest 9-5 model that was the downfall, in the final hour that stopped Saab from being sold to the Chinese. It was, I'm told, that General Motors would not allow the 'intelligent' rights of the all-new model to be included in the sale of Saab because it has so many electronics that would have given the buyer of Saab a level with what General Motors have in their 'locker'. This is why we will not see Saab as we have known it over the many past years – going forward. Yes, maybe someone, the Chinese, the Indians or whoever will pick up the name and market their product in the distant future, but will it be a Saab or another British Leyland type car with lots of bits from other past, now defunct, motor models?

Why have I stayed with the Saab brand for the past thirty years? Was it purely because I had a love of the marque... no, I would buy a vehicle on its own merits whatever the make (well, almost). Was it because of other factors, such as the quality of build, maybe with an extra bit of reliability thrown in for good measure? No, not really, but that does help. So what is behind my love of the Swedish Saab? Was it because I'm a 'closet' Swede? No, not that either, although I have a fondness of the Swedish people and the way they can put a vehicle together. It really is as simple as the 'partnership' between the retailer here in Cambridge and myself. All of the other pointers have played an important part in my choice of car and the models that have been available to me, but without a true partnership of seller and buyer, there cannot be much of a relationship longevity between customer and maker, the distance is just a step too far with no ability to conduct that 'special' contact. The retailer is the conduit of what should be all good, they have the ability to make or break you, the customer, with their approach and service. The way they conduct themselves and carry out their pre-sale promises are so important and my retailer is at the top of the game when it comes to good old-fashioned service and genuine concern, that the customer has the benefit of all of that they can offer, plus a bit more.

Despite the problems of the parent company Saab over the past two-plus years, they remained loyal to the brand and promised the next few years to supporting their network of Saab owners whether their customers or not. Well done, Cambridge Saab (Buckingham & Stanley), I know how close this international problem has been to you remaining in business. You've supported our owners club by entertaining the AGM for the past two years when other like businesses were taking their Saab signs down, and despite very desperate times for you and your staff, you've given us your time and support without accepting a penny for doing so. Just like the paternal parent, whilst you starve, you won't let the children starve. Words of gratitude are inadequate when the reader knows the story of your courage and this is why I'm very proud to be known as one of your customers for as long as I have been and will be even if you sold wheelbarrows (or something better than Del Boy's van) in the future!

Rodney Stokes





THE SOC ON *TopGear* part one

Back in November we were contacted by Top Gear to test our interest in helping them to make a film on the history of Saab. It was a little like one of those spoof emails, in that you wonder whether this is true or just a wind up. As they weren't asking for my bank details or any passwords I thought it was at least worth a phone call back.

Indeed, it was true. After many years of hardly mentioning the existence of Saab, and when they did it wasn't always that good, they now planned to make a 12 minute film in the form of a tribute to the marque.

Can't be bad we thought. This could bring a whole new level of publicity for Saab, the Saab community and our Club. 12 minutes on Top Gear is worth more than any advertising that we could afford, that's for sure. However, let's not get over excited here a minute! What if they rubbish Saab and our cars? What if they just clown about or show us as a load of old anoraks?

Following a number of full and frank discussions with the Producers at Top Gear, probing their intentions and plans, they explained that overall the message from the film would be positive for Saab but we would have to accept some criticism of some models to balance it up a bit. Fair enough, I thought, no programme like this would be 100% as we would do it. That is just not how it goes these days.

We also had to accept that we would not receive any direct publicity from the film due to the BBC rules. We quickly realised, however, that raising the profile of Saab would not only benefit the Club but the whole Saab community in which we play a major part. So, at that stage, it was definitely a case of let's get on.

Our involvement was initially limited to arranging for the right cars to be in the right place for each part of the film. This began with us providing a list of the interesting models that featured heavily in the history of Saab. We soon realised that not all of these models could be used in such a short film. We also started to understand that the vast majority of the script was

already written and that the cars needed to fit with this rather than the other way around.

So, towards the end of November, I received the first list of cars required. This ranged from a 92 to a new 2010 model 9-5 and was quite specific in actual requirements. Additionally, the driving style for the cars would vary from flat out around the track to some 'spirited driving' to just tottering around country lanes. Plus, as we now know, even dropping one on its roof. Interestingly enough, not many Members volunteered for that one!

At this stage we had no idea of the dates or locations for the filming. So believing that we had plenty of time I started the search for the specific cars.

This, in fact, highlighted one of our shortcomings in the Club, in that our records of cars owned by our Members, is at best out of date and at worst non-existent. This has now prompted us to add this initiative to our list of jobs for the near future.

Anyway, whilst working on the list, making literally hundreds of phone calls and sending almost as many emails the list was coming together. Then reality set in as I began to understand how these organisations actually work.

Due to the fluidity of the project the list of cars changed many times, the dates almost as much and the locations varied from the Midlands to the South East almost daily. Although the Top Gear team were really nice people it was quite a frustrating time for all of us.

Eventually, we had around 10 days to get all the cars together for the first filming day, which ended up being at the Top Gear track in Dunsfold, Surrey on 16 December 2011. Most of cars



apart from my 9-5 were collected by a specialist company and taken directly to Dunsfold. For that session we had the following models:

92B	owned by Ken Dover
900 Classic	bought by Top Gear
900 Convertible	owned by John Ransley
9-3 Hatch	owned by Julie Matthews
9000 Carlsson	owned by John Ransley
9-3 SS V6	owned by Nick Neo
9-5	owned by me

Having arranged the most important part of the cars getting there, Ken and I set off the night before to get to Dunsfold at around 10.00pm. "What time do you want us", we asked. "Oh, around 8.00am is soon enough", says the producer. Then a change of plan, just a few hours before! "Any chance you could come a little earlier?" was the question. "How early?", we said. "Oh, 6.00am please, as you need to show James any idiosyncrasies with the 92 as we plan to start filming at 7am!"

So after around four hours sleep, we arrived at Dunsfold at 6.00am thinking that we would probably be the first there only to find that the Top Gear team and crew had been there from around 5.00am. The 92 and Carlsson were already half rigged for filming. By just after 7.00am the 92 was out on the road with 'Captain Not So Quick' at the wheel fully instructed by Ken. A film crew hanging out of the rear end of a Range Rover also set off in pursuit.

Next in line was the 9000 Carlsson, driven by Jeremy. It very quickly disappeared out onto the track and out of view. As it did not feature in the final version of the film we have no idea what they did with it! Maybe if I ask nicely they will let us see the film.

The plan for John's 900 Convertible was to film it with Jezza and The Captain cruising around the country roads with the roof down enjoying the thrills of rag top motoring. However, at around 9.00am it started to snow! That put an end to that plan, so they just took some nice photos of it as we saw in the film.

Does this weather mean that you will be packing up for the day, we asked. "Not likely", we were told. "We might consider it if it was that deep we couldn't get the cars to move but, other than that, we just push on. If we get good weather down here we treat it as a bonus!" they added. This was demonstrated by the next bit of filming of the actors, including the 'architect', pretending that it was summer when actually it was almost a white out! Talk about, 'the show must go on'.

The rest of the day was filled with filming the 9-3 to take the mickey out of the night panel – fair game, I guess, racing Nick's 9-3 against a Provost jet around the track, taking some photos of my 9-5 and dropping the 900 on its roof! It is a great pity that they had to cut out the plane vs the car race, as it was great fun

to see them doing it. Clearly the plane was quite hopeless around the track whilst the 9-3 was a real blast being driven by Jeremy who really liked it and praised its good handling.

As they showed quite clearly in the film the 900 stunt was to demonstrate how strong these cars were, which, of course, we all knew already. However, this was plan B as they first tried to lift it by its door handles! I did say to the Producer that these cars are very strong but not that strong! If you study the film carefully you will see that the handles are missing.

At around 12 hours after we arrived at Dunsfold the filming for that day was complete and the crew all seemed to be pleased with the results. Both Jeremy and James thanked us for our input as we made our exit to face the M25 car park for a few hours.

It was certainly a new experience for us and it became clear that the Top Gear team are actually very organised and, indeed, totally focussed on their objectives and work extremely hard to ensure that they meet them. 14 to 16 hours of intense filming, with hardly anything to eat or drink other than the odd soft drink and crisps, is a normal day to them!

So with filming day number one in the bag it was time to direct our efforts to day two planned for early January. As there are quite a few tales to tell we will cover this in part two, next issue.

In this episode I will talk about Chris Foxley being speechless but not 'speakerless', Ellie looking very cool, my car going missing for a few hours, a wet Sonett, Captain Slow looking at home in Mark Edgar's 9000, a whole new experience of studio recording and our first (nerve racking) viewing of the film.

In the meantime, I would like to thank all of our Members who made it possible by giving up their cars for the filming and for being so brave in allowing Jeremy and James loose behind the wheel. I believe that our objective of raising the profile of Saab and our Club has definitely been achieved. It has certainly created a whole new level of publicity so, again, my thanks to everyone who helped us with it.

I will finish this with an email recently received from my contact and good friend, Nick Dalton, at Top Gear: "Finally, I just wanted to say a very big thanks to all of the kind Members of the Saab Owners Club who offered their vehicles for the project – we simply wouldn't have been able to put the project together without them.

"Also, allow me to express a particular gratitude to you for your tireless help as lead contact, co-ordinator and contributor. It was a long slog putting this film together, but in the end we've come up with an entertaining and heartfelt piece that will go on to be seen by millions around the world. I guess that can't do Saab any harm, whatever the marque's future may be.

Hope to work with you again some time, but until then with my best regards, Nick."

Mike Philpott

TWO-STROKE REGISTER

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Writing this piece on a cold winter's day in February and still feeling very depressed with the news of the demise of Saab, I tried to cheer myself up by looking at some old brochures and past achievements of the marque. A very compact brochure from 1955/1956 caught my eye and reads as follows.

Saab 92 – fast, flexible, elegant

The Saab 92 is a four-seater, two-door passenger car. Its attractive appearance is characterised by the sweeping streamlined shape and the comfortable and elegant interior, is astonishingly roomy for a car of this size. A considerable factor of safety is the self-supporting, solid-welded body. Efficient hydraulic four wheel brakes, ideal weight distribution and easy steering in combination with the front wheel drive contribute to flexible driving in town traffic and excellent running properties on the road. The engine is of the Two-Stroke type, known for its dependability and low operating costs. Travel comfortably, rapidly and economically in the Saab 92.

Well, with that description, I will have to get a move on and get mine back on the road so that I can enjoy this comfortable and elegant mode of transport.

New to the Register is Mike Doughty's 1964 Saab 96. This car has been around for some time now, having undergone a two-year rebuild. It won the Best Two-Stroke Award at the 2005 National and then featured on the Club stand at the NEC Classic Car Show of that year.

The rebuild was carried out by Mike and included fitting front disc brakes, an uprated four-speed gearbox and an engine rebuild with an Alpha crank. The Highgate

alloy wheels look stunning and inside a Mota-Lita steering wheel and period bucket seats with rally harness seatbelts set the finishing touches to this remarkable car. A superb car Mike and thanks for registering it – at last!

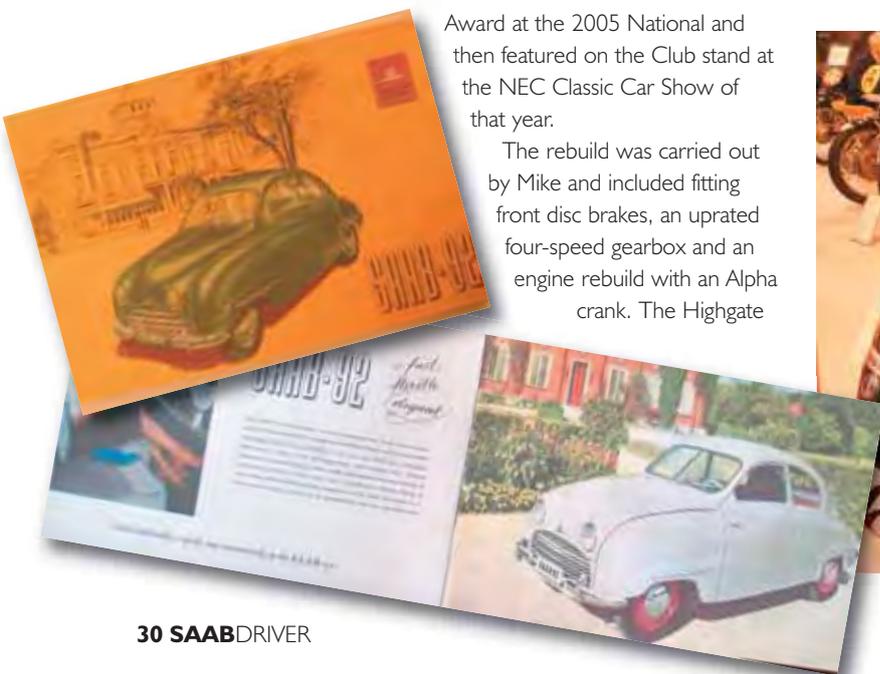
An unusual registration was received from Richard Holmes in Essex, a 1968 Saab Lynx Classic Sidecar Outfit with race number 96 – what else! Powered by a 'very tuned' 841cc Monte Carlo engine, it has raced at classic motorcycle race meetings and appeared at the 'Race Retro' International Historic Motorsport Show at Stoneleigh Park, Coventry in February this year. I will investigate as to where this interesting vehicle may be racing this year – the sound of a screaming Two-Stroke race engine would be a joy to hear.

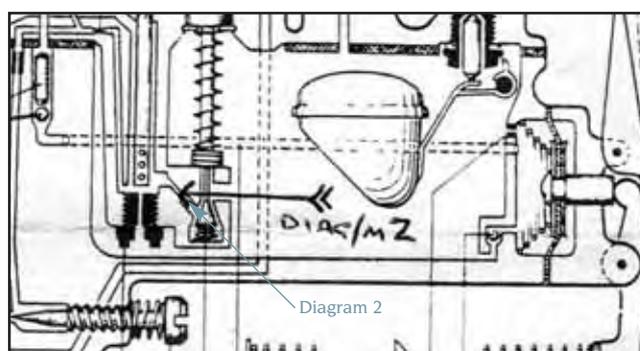
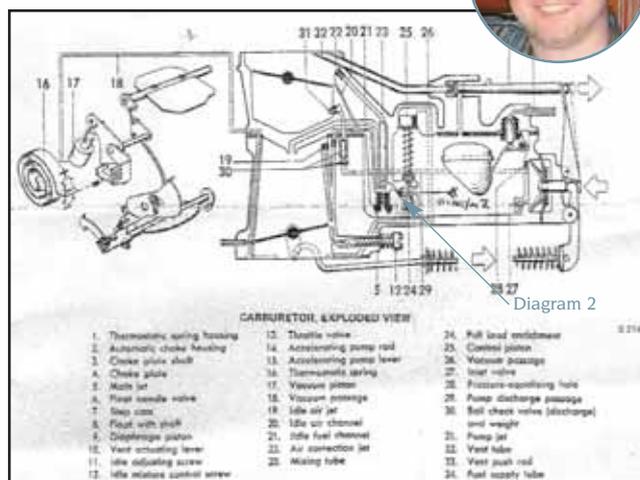
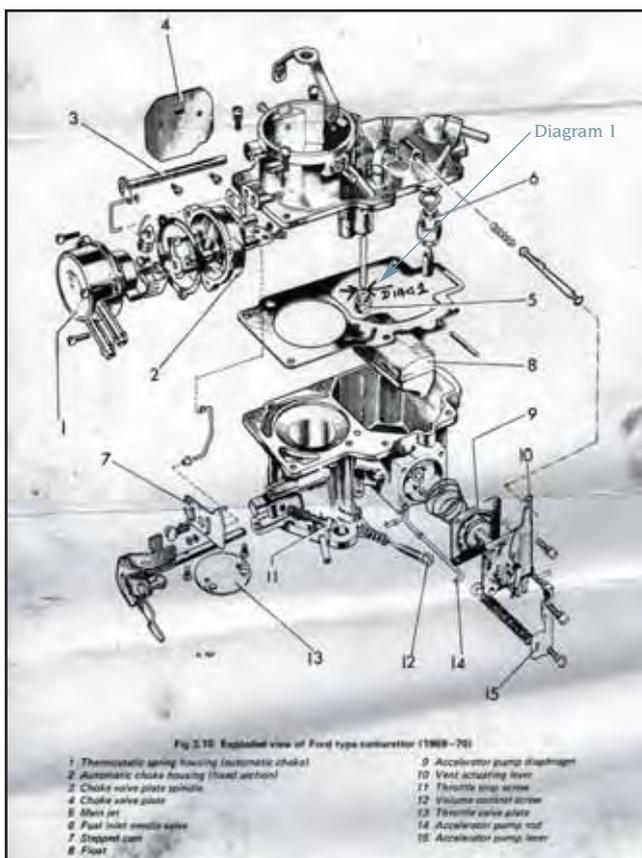
There are a few Two-Strokes in the Club that are not on the Register – a special form has to be completed with the vehicle details, etc. It is important to keep a record of these rarer models, so if you haven't registered yours yet, please contact me and I will send you a registration form.

Also, any newsy bits of information about your car, be it general maintenance, a rebuild, resting awaiting restoration, exhibiting at local car shows or competing in Club rallies, send me photos and a story so that it can be shared and enjoyed by all our Members.

Safe Two-Stroke Saabing!

Peter





Chris Hesketh's Poor Running 96 – the solution!

Regular readers of this column will recall that last summer Chris Hesketh had been in touch regarding some problems with his 96 not running well. The car was fixed by my old friend Mike Thompson who kindly sent me a detailed explanation, but I hadn't time to type it up for the last couple of issues. As a former railwayman, Mike will no doubt be pleased that I finally managed to do... on the East Coast mainline heading into London early one morning! Here is Mike's story:

"After a phone call to the garage where Chris Hesketh's 96V4 was lounging with running problems, a visit was arranged. The sun was shining, so I got the stroker out of my garage, collected some odd parts to try and tools, and off we went.

"I spent four hours trying all sorts of different bits – changed the plugs and points, checked fuel supplies, changed pumps, had the dissie out – you name it, I tried it but to no avail. The V4 ran smooth as silk on tickover but as soon as power was required it ran like a bag of nails. I tried a few other things but gave up when time ran out.

"A few weeks later, I arranged with Chris to have the car delivered to my house where I would be able to work on the V4 at leisure and have all my kit available. After removing the carb and checking all parts I found a small brass jet-type piece loose inside the main jet (See Diagram 1).

"The jet was as small as the ink tube in a biro, no more than 4cm long, with a flange incorporated in its length. I could not see where the jet had come from except for a small hole down inside the main jet tube. I checked a spare carb I had but drew a blank. I looked in my manuals but nothing was showing like this small jet.

"After a few days, I had another look at the carb and placed the jet inside the main jet tube, tapped the sides with a spanner to see if it would go anywhere and promptly lost the damn jet! I looked all around the drive to see if I could locate it and zilch, nothing. I tried a very small keying torch and, hey presto, the jet had located itself

back where it had (hopefully) come from. A poke with a small screwdriver pushed it further home (see Diagram 2).

"After reassembling the carb, a quick check to ensure everything was connected, a turn of the key and she sprang into life. Revs were back to normal, and it purred along the road on a test run. I made a phone call to Chris and he came over to Stone to collect the car, smiles all round!"

Many thanks for the write-up and well done again for finding such an obscure fix, Mike.

Now, is it me, or is that exploded diagram 2 actually not quite right? As far as I can see, the left side of the diagram is correct and shows the venturi of the carb, along with all its gubbins and the float chamber to the side. However, it then switches perspective to show the accelerator pump and mechanism on the right-hand side when it is actually at right angles to the axis of the venturi/float chamber! I have seen this diagram in manuals for about 30 years now and it's never occurred to me before.

Roger Collett – White 96 rescued!

I had a number of enquiries about Roger's car after the last issue of 'Driver'. I put all of the people in touch with Roger and within a week I had heard from David Jones from Mold who was delighted to have had the chance to save the car. He was planning to fix it up as his 25 year old Grandson's first car, a fitting use for the 96.

He tells me that while it will require some rebuilding of the hydraulics with fresh seals etc, the shell is virtually rust free with only a very few small holes at the ends of the sills and the front of the floorpan to fix up.

I find this sort of story one of the best aspects of the V4 Registrar role for the Club, it is great to help someone find a car, even better to help find a deserving home for a good car and save another V4.

Cheers!

AI



New Registrations

Graham Warr sent pictures of his very clean-looking 90. He writes:

"I've had the car since September. It's been in the same family from new until I bought it. 76,000 miles, lovely condition due to Waxoyl being slapped on all over. Body is rust free apart from a small bit on the rear O/S wheel arch. Mechanically it's spot on apart from an oil leak. This has just about gone after changing the valve cover gasket and fuel pump."

The rubber valve cover gaskets are prone to leaking as they go hard after a while and get pretty baked, but fortunately are easy to change as long as you mark the position of the distributor before removal. Knowing how these red cars can fade, this 90 has clearly been well looked after.

A quick check of www.howmanyleft.co.uk shows that despite this new registration we are now down to just 17 (seventeen) 90s taxed on the road. The number of 99s, especially the 1980s' models, has also continued to fall, though 99Turbos on the road have increased slightly to 32.

Winter Weekend

Anyone put off attending this event fearing three days of non-stop car talk missed out on a great weekend. Think of it more as a mini-holiday to break up the winter months, with excellent food and company and relaxing surroundings with pool, sauna, etc. There was plenty of advice available on what to see and do in the area. A walk around Warwick was made more enjoyable with the Philpotts' treasure hunt drawing our attention to features we would otherwise have missed. The icing on the cake was, of course, the presence of Erik Carlsson. This year even Saab weather was laid on.

Winter Tyres

With the increased amount of snow we've had over the past two years I decided to fit some of these on the front of the 90 this winter. The local tyre centre advised against fitting just two snow tyres due to the mis-match in performance front to back. I doubt this would really be a problem when you know a car as well as I know

the 90, but the tyre they recommended instead, Kleber Quadraxer, had other advantages in that it is classed as all-weather, so should work well in a wider range of poor conditions, as well as being suitable for snow (they carry the snow symbol meeting legal requirements in countries where snow tyres are compulsory in winter). Fitting two reduces the cost, (they worked out to around £75 each fitted). I fitted them to some spare wheels which I plan to leave on until after Easter when I can swop back. The tread pattern is distinctive in having fine cuts in the tread blocks and the radial grooves are slightly zigzagged to improve traction. I didn't notice any increase in road noise, and fuel economy was also unaffected, but they certainly seem to grip well in cold, slippery conditions.

Correspondence

Michael Brook, whose 99 appeared last time, wrote with suggestions for improving battery life following my comments last time. His 99 has a better insulated heat shield with spacers to give a cold air gap. Shocks to the battery are reduced by putting a rubber mat under it. Finally trickle charging of new batteries before installation at 1/10th amp-hour rate (6 amps for Saab) is apparently recommended for motorcycle batteries with claims of doubling their life. His last two 99 batteries lasted seven and eight years! He also corrected the T & W Motors, Pontefract phone number – it should be 01977 705587. They still have a 1972 1850cc 99 for sale.

Spares

I occasionally get offered parts by people wanting to see them used rather than thrown away and wasted. On the way back from the winter weekend I picked up the following:

- An as-new electric door mirror kit for 1979-80 99Turbo or 900 models, still boxed!
- An electronic cruise control kit for similar era models made by Unipart GAE188, also boxed.
- A 99 centre console and separate tray.

These are available in exchange for a reasonable donation to Club funds!

Stuart

99TURBO REGISTER

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



Further to having a good chat with John Hewitt at the NEC Classic Car Show in November, I received the following email from him:

"After years of being absent from SOC my move from Blackpool to Shropshire brought me back into the fold.

"NEC 2011 and a conversation with yourself regarding my passion for Saabs 99 Turbo, and my plan to find one! my thanks go to you, for putting me in contact with someone who was selling their 'W' Reg, two-door, Red 99 Turbo.

"The braking system was given a total strip down, calipers serviced and new fluid. The oil pump removed and refitted as it had been leaking, the oil pressure switch replaced.

"Turbo-checked diaphragm replaced in waste gate and boost pressure tweaked. There was a small bit of welding needed to inner arch, both the N/S and O/S window glass carriers changed as the old ones were rusty. The fuel injector pipes were borrowed from the other car as they were fragile and broken.

"So everything worked, MOT passed/Taxed. A good polish, sorted.

"She has a five-speed box fitted, thanks Tim and Linda, previous owners.

"However, I also found another on eBay, the seller turned out to be an old friend in Yorkshire, who I hadn't seen for years, (cheers Pete). This one is a Black one so I got that as well. Yes two in two weeks.

"Next job is to purchase a two-post lift and get the Black one sorted ASAP. Will keep you updated.

"Also found a 99 four-door GL, it is now sitting on the drive, needs a little bit of tlc and should MOT, then sell to a good home."

(You can't have too many 99s – Chris).

On a slightly different note, we attended the Winter Weekend at Stratford and amongst other highlights we were very pleasantly surprised to see Keith Squires's three-door 99 Turbo again. I'd forgotten that he still had this car and apparently so had Keith! It had been buried behind his stash of old motorbikes and hadn't been seen for years.

In all seriousness, his car is like the rest of his fleet, a total credit to him and it looked as good as ever.

Chris



C900 REGISTER



Hello and welcome to the Spring edition of the c900 register. I am sure our thoughts are turning to the long hot summer ahead (you have to be optimistic don't you!) and days out in your c900. It is very pleasing to see new registrations still coming in and in this edition I have five.

Nick Thursfield, Member No: 021042D-11 has registered his Blue 1992 900s Aero Convertible J900 DSC. A recent purchase for Nick, he tells me it is in excellent condition with a cream leather interior – welcome to the c900 register, Nick.

Next up is Dominic Zampella, Member No: 0210551 with another Convertible, this time a 1987 full pressure Turbo 16 in Grey, E263 VOV. Dominic has owned his car for seven years and has fitted a new roof himself and is in the process of giving it a respray. Dominic tells me he also owns a 9-3 Convertible, so he clearly enjoys his 'open top' motoring! Dominic lives quite near, so maybe I will see him at a SouthwestSaab event once he has finished his respray?

Time to register a three-door now; David Shaw Member No: 020966-6 has a 1993 900SE 1pt in Metallic Green, G4 NOW. David's car was previously owned by the Chief Accountant of Whitbread's Brewery, so I guess his car had done quite a few pub crawls in its early life! I do hope your car is drinking in moderation, now that it is of a more mature age and then only drinking the petroleum industry's finest blend!

Richard Little, Member No: 021039D-11 writes to register his two cars.

"I have two Saabs, a 900s H521 XHM which I bought recently (25 September 2011) and I am the second owner. It's a Red 900i 16v Convertible. Factory standard, other than the fact that I've put my Nardi steering wheel on it. 88,000 miles and in good condition. I've had the door bottoms fixed up and am in the market for a few

bits of chrome trim, but otherwise it is very straight. Interior 8/10, Mechanical 8/10, body 9/10 (some trim missing).

"My second car is a 900 16vi Ruby, K205 PMW which, although it is in good condition, is about as far removed from its stablemate as it is possible to get. The car has been converted to a Turbo by the addition of a 1987 16v turbo engine with all appropriate mods and then some. I've had the car for two years and the job was a six-year labour of love for the previous owner. The odometer says 126,000 but that could mean anything.

"All brakes, mountings, suspension, pipes, etc, are now up-rated. There are gauges all over the place and lots of extra wiring. The engine management system is OMEX and it all sort of works and sounds great. Interior 8/10, Mechanical 7/10, body 8/10.

"I have had loads of Saabs in the past starting on 99s in all variants other than Turbo and then Classic 900 in just about all variants I can think of. I was a Member once before for a while but lapsed."

Last up, is another three-door, this time in Red. Graham Eason, Member No: 0210510-11, writes to register his 1990 T16S, G35 XPX. Graham is a very unusual owner in that his car is part of his classic hire business. His car is also used for TV/film work plus stills photography.

"Hi Alex, My 89 C900 T16S has 213,800 miles on the clock on its original engine and gearbox. I hire this car out through my company, Great Escape, so I guess it is also probably the highest mileage hire car in the UK.

"I bought the car earlier this year because I've always loved them. I also use it as a daily driver and it's been all over the place, without letting me down. Customers are always amazed to discover how many miles it has done and that it does not feel remotely like a high



mileage car. Everything still works and it is solid and rust-free throughout. I have 60 cars on my fleet and it is the Saab that I am constantly impressed by – a 22-year-old car with a mega mileage that still runs and is also full of very clever design and engineering ideas.”

Graham, what a great way to introduce the c900 to drivers who have never had the experience of driving one of the great cars of the 20th century!

Thank you to everyone for taking their time to register.

It's time to start another restoration piece of pure dedication to the great car that is the c900. Martin Lyons, a 'soon to be' returning Member, has worked for Saab for 36 years, ending up in sales, so it's safe to say he has Saab running through his veins! He is now operating his own car sales business together with a partner, and although selling all makes, obviously has a leaning toward Saab. This is the story of Martin's painstaking restoration of his two-door TI6S, and it begins way back in 2007.

“Having previously owned two 900 TI6 two-door Saloons, I have always been on the lookout for another one. In November 2007, a friend of mine alerted me to this vehicle on eBay, which immediately grabbed my attention. I started the bidding but unfortunately, lost out to a more canny bidder! A week later the seller contacted me to say he had not received the requested deposit nor had he heard from the buyer and therefore the car was mine if I still wanted it (did I ever!). This came as a great surprise to me and made me think, was this 'meant to be'.

“I promptly booked a train ticket to Darlington where my journey was to begin and was picked up at the station by the seller, who took me to his house where the car was found nestled comfortably in a barn. Tucked in the glove box was a logbook showing 10 former keepers, an original owner's wallet containing all receipts, MOTs, invoices and documented service history. Having had 10 former keepers I was delighted to find so much history and original documentation still present; a good sign. Unfortunately, on first viewing the car was not exactly as described, as it had a howling rear-wheel bearing, rotting door bottoms and boot lid along with the usual Bedouin tent headlining. A challenge to some, but not me! As I still owned one of the other TI6s (which thankfully carried a donor card) I decided I could make a silk purse out of a sow's ear.

“I drove the car back to Cardiff and continued to use it until it failed its MOT in October 2009, mainly due to welding issues. This was a good time to consider a thorough overhaul and respray using donor parts and panels from the other car, which I had already stripped down ready for that great scrapyard in the sky.

“Having worked for Saab in various roles since 1975, 17 years in the body shop and now as a sales executive for Concept Saab in Cardiff, it was an easy decision to get stuck in to the restoration of this beautiful machine, having been told by my boss at Concept, Simon Clay, that I could use the company's facilities as long as the work was carried out in my spare time.

“And so we begin! I stripped the car down to a bare driveable shell and transported it to our body shop along with the donor doors, bonnet and boot lid which were in

fact Silver, but rot free.

“The car had a thorough respray with the bolt-on panels being sprayed separately to make sure no Silver would be visible. They had the car until late January 2010 as they were fitting in the work between other jobs.”

What a great start, Martin. I know we all look forward to part two. Until the next edition, take care.

Alex

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SNOW'S GONE ROLL ON THE NATIONAL

Now that the snow has gone, no trouble for a Swedish car of course, we can look forward to nice sunny days driving around in our dirty cars because of the hosepipe bans. Our climate is becoming more and more unpredictable.

I was very heartened to see the number of enthusiasts turning up for the 'Keep our Saabs' rally. What struck me was the number of Members attending with 9-3 and 9-5 models. Talking with the boss of Saab GB, I got the impression that Saab will rise from the flames of disaster. I was going to say 'Phoenix like' but the Phoenix is the emblem of Vauxhall, ugh, horrible!

Owing to the inclement weather and a not very well father-in-law, I have only filled the petrol tank, screenwash bottle and the tyres with air. I hope the right fluids went in the right places.

As you have read in the last 'Driver', the SOC has a fiscal discontinuity (no blooming money) so the Members must rally round the flag and help the SOC. I shall be there, as I volunteered myself as the 9000 marshal, so there will be no excuse for not meeting me face-to-face and telling me that I write a grotty article!

During the inclement weather I read a piece in a classic magazine about the Ford Cortina. At the same time parked outside our castle was an original Ford Fiesta and behind it was a new Fiesta. Reading about the Cortina made me realise that the latest Fiesta looked as if the inside of both were approximately the same size. If the old and new Fords are compared (new first) Ka = Fiesta, Fiesta = Escort, Focus = Cortina, and Mondeo = Scorpio. Ford stopped making the Scorpio because they had bought into Jaguar, so the latter would replace the big Fords. Stand the latest Mondeo beside a Jaguar XF

and there ain't much size difference. Talking of Jaguars, the XJ is the only car that we would accept as a replacement for the 9000. Also, have you noticed how big the BMW Mini is? Must have a footprint the size of the old BMC 1800/2200.

I have now got my own white front indicator lights (secondhand) and have now fitted them, although the r/h one is held in with garden twine because the spring is distorted, a new one is waiting to be fitted. Thanks for the loan David. People are intrigued by the front reversing lights, they are great for where we live in unlit streets out in the sticks.

Now the weather is a bit warmer I can now dash out and do the brakes on two bikes, sort out the 9000s' intermittent ABS, de-rust it, and dig the garden. I must sit down and think about it first!

I am still receiving enquiries about re-silvering headlamp reflectors, it is a problem that is becoming more important as the late 1970s-onwards cars come up for preservation. Only a small number of companies offer a service to do this job. I have not heard of anyone who has had this job done. Abbott Racing charges £295 for the service which is about average. I personally would use Abbotts because they are close to where I live, so that if anything went wrong it would be easy for me to take the reflectors back. The other alternative is to completely replace the headlights and have a set-up similar to a BMW. This route can be more expensive than re-silvering and requires some electrical knowledge. I will let you know what I think when my car fails the MOT.

Enjoy your 9000, goodbye until the next edition.

John the Crook

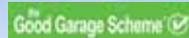
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9-3SS REGISTER



Hello everyone, although many of us will no doubt still be reeling from the bankruptcy of our favourite car brand, the Saab spirit is still very much alive. I was amazed at how many people worldwide attended the 'We are Saab' rallies. We really sent out the right message to any prospecting investors. You will find a few photos here of the rally I attended at Cranfield. The great Erik Carlsson was there and stood at the very centre of that Saab Spirit, he was clearly very emotional. Neo Brothers were also in attendance and I had a very nice chat with them about upgrades and parts supply.

The new parts company formed between Saab UK and the remaining dealers, along with Neo Brothers and other Saab specialists, will help to keep the parts supply intact for many years to come, so don't fret. I was amazed at how many new parts were still available out there and will continue to be available. Only the other day, I purchased from Neo Brothers a brand-new, cruise control stalk for my 900 and that car went out of production nearly 20 years ago. So 9-3 owners, you need not worry.

Anyway, back to the rally. There was a very unusual 9-3 Convertible in attendance, which had modified doors. Its original doors had been converted into Gull winged ones. The conversion had been done very professionally and looked, as you can see from the photos, fantastic. I meant to have a chat with the owner but alas,

never got the chance. So, if you are reading this please get in touch, I am sure that we would all be interested to hear how you went about it. I also spotted a very nice white Griffin Wagon, it must have been one of the very last imported.

New Registrations

The first is from Mark Johnson, who recently purchased a 2012 MY 9-3 Aero TTiD. He comments that it's an amazing car, drives like a dream and looks like the best car on the road. (Mark, I take it that you like it then?) It's also had the Hirsch Performance upgrade to 200bhp and it does look stunning.

Next is from Mark Gardiner who has purchased a 2011 MY 9-3 Convertible Aero TTiD, again with the Hirsch Upgrade. He welcomes the MPG improvement over his Turbo X, the return to a manual gearbox and the red paint. I have to say, I also rather like the colour.

Finally from William Cooper, an update.

"I think this is my tenth Saab in 39 years. I now have: CE60 XJJ, a 9-3X TTiD (180bhp) Sport Wagon. Metallic Carbon Grey.

"It's pretty basic after having all the gadgets on my previous petrol 9-3ss, but I look forward to breaking it in as it's only done 8,900 miles. It's my first venture into diesel so I'll see how that goes as well. My initial impressions after 50 miles is that everything is tighter



and more positive except for the initial response to acceleration from low speed; once the turbos get into it – great.”

Thank you for sending in your registrations, keep them coming and William, I am keen to know how you get on with the TTID motor.

Hopeful by now the weather will have improved and I will be out in the Convertible once again. It's remained tucked up, snug in the garage for most of the winter. I only use it on days when it is possible to get the roof down. One of the first things that I will do is to get my local Saab Service Centre to run a spring/pre-summer check on it. I feel that this is rather important, since it's been sitting for weeks on end. Another thing that I am looking forward to doing, once the temperatures have picked up, is to take an afternoon off work and have a leisurely drive up to Hunstanton on the north-Norfolk coast. I enjoy a fish and chip lunch overlooking the sea, walk along the promenade and then enjoy a peaceful, refreshing drive home. It's rare, special me time. Time to relax and take in the air and that's the main attraction of a convertible, it's so liberating, calming and enjoyable. Few pull it off as well as Saab do with the 9-3.

Looking to the future for the Saab brand, I still have faith that it will, once again, rise from the ashes. Who knows, by the time you are all reading this, the brand may already be starting a new chapter in its history.

Lastly, just a reminder that once again I will be attending the Swedish Day at the Haynes Motor Museum in May. It would be great to see as many of you as possible there. I hope you can make it. Until then as always, enjoy your Saab 9-3, look after it and drive safe.

Simon

New Registrations

Name	Address	Membership No.	Registration	Model/Details
Michael Gardiner	30 The Gallops, Norton, Malton	021095-2	K9 OMG	Vector T1D. Blue paint, cream interior. 74,000 miles. Year 2006.
Mark Gardiner	5 Albion Road, Christchurch, Dorset	012241D-2	HJ11 JPF	Aero Convertible TTID. Lazer Red, Black interior. 7,500 miles. Year 2011. Chassis YS3FC7MP9A16154. Convenience plus pack. Business pack. Hirsch power upgrade. Leather interior upgrade. Unique Red gear stick surround.
Mark Johnson			YY11 HJO	Aero TTID. Dark grey paint. Cream and black interior. Year 2008. Hirsch power upgrade.

9-5 REGISTER



Hello once again 9-5 fans. I trust we are all well? It's been a frantic few months for me and spare time has been rather hard to come by. Work, work, work, house move and a car that demands constant attention! Well, you all know how it is. But here I am once again bashing away at my pootermabob pretending I know what I'm doing.

First things first, I must apologise to anyone who has emailed me, but to whom I haven't responded to yet, I'm right on it guys and operation catch-up is well under way. Right, here we go then, so much to say, so little time.

I've received an email from Pavel. Now Pavel doesn't include a lot of information in his email about himself, but he owns a MY 2001 Aero (damn good choice if you ask me!) and he is having boost problems. Ah, I remember it well! His Aero is a tuned car, running a SpeedParts phase IV (305HP 500Nm) ECU (which would as far as I know see it at stage 3+ish or thereabouts. Also, he has fitted a 3 inch sport exhaust from the turbo charger with 200CPI race catalytic converter, (so he's got the 3 downpipe and cat sorted) a speed parts open Air Filter (induction kit), speed parts bigger air intake, forged pistons and the complete speed parts silicon hose kit. So young Pavel isn't messing around here. He has asked why the car isn't boosting as it should and wants some information about the much-loved bolt mod!

We've all done it and it's a good way to check if there are problems with the two blue one-way valves in the evap system, which will rob you of boost pressure, if they have failed.

Now, as pictures speak louder than words, I've included some pics of the evap system and those pesky little one-way valves which cause us 9-5 owners so much trouble.

There is loads of information on the interwebadoodle about this bolt mod trick, how to do it and why, but in short, you pull off the top hose on the APC valve that's located on the cobra pipe and ram a bolt up it! That's it, no need to blank off anything else, just a bolt in the hose, (some PTFE tape can be used to stop any air escaping up the thread of the bolt, but usually a jumblie clip will squash it enough

so this doesn't happen) and leave it well alone. Now, if this solves your missing boost problems, one of the one-way valves in the evap system has failed. If it doesn't, then you could have problems with the boost control valve located on the bulkhead, just under the engine's wiring loom connector plugs plastic box. This can be a common failure on tuned 9-5s. It's cheap enough and easy to replace, but of course check all the vacuum hoses for splits and cracks first, before you start swapping and plugging anything.

Now, the last time I looked you couldn't buy these little blue one-way valves from Saab as a single item, they would, however, sell you the complete hose kit that includes two new blue valves for several hundred of our much-loved English pounds! Me being tight, decided to rip out the complete lot and replace it with silicone hose and two good valves I pinched.... er, bought from the scrapyard!

A quick search for one-way valves on eBay will find some rather nice looking alloy fuel line valves, which would do the trick (and look nice and shiny at the same time!) for only a couple of pounds. Just be sure to fit them the correct way round, but all the ones I have seen have direction flow arrows on them so it shouldn't be a problem.

Also Rich Loveys emailed me about the very same subject, so I hope this helps you too Rich. For a more detailed write-up on the bolt mod and evap system please do point your web browser to the UKSaabs web forum and a quick search for 'Bolt Mod' should bring up all kinds of details and links to other sites, which may be able to explain this issue better than I can.

A big thank you.

As some of you may already know, I've been going through a rather tough time of late. All is good now, six months on (well, as good as it can be) but I must say a huge thank you to our very own Mr Steve Alty of LSOC fame. Steve has been sending me text messages by the hundreds over the past few months to cheer me up and boy have they done that, cheers Steve.

I also need to thank Dr Oswald Reid and Nick (aka TfâtC) for their



help and kind thoughts, this will be sorted ASAP fellas, but it has to be said that without your help and support I'd have been in a big old mess.

While I'm thanking everyone, thank you to all the members of the UKSaabs web forum for all their kind thoughts and good wishes. It's been a big boost guys and galls and means so much to me.

I have also received a Registration email from Robin Baker who now owns a 9-5 SE. Robin's not new to the world of Saab having previously owned a 99, a 900ems, a Combi-Coupe, a 9000SE and a 9000CSE. Sadly, there is no more info on his car or himself, so, if you could fire me a quick email with some more details Robin, I'll be sure to include it in the next edition.

A small request

If possible, I would like Members to email me some pictures of their 9-5s. Why? Well, just to use as header shots really. I'm thinking you must all be sick of seeing pics of my Saabs by now, so rather than just use the same old library shots of 9-5s I've pinched off the interweb to use as header shots for this page, it would be nice to use Members' own car pictures to keep this section on a more personal scale.

It's just a thought so let me know what you think.

Wheels

A long time ago, in a far away land, a young Johnno was messing around on the interweb and came across a picture of an early Black 9-5 Saloon which was fitted with a set of 9000 deep rim three-spoke Super Aero wheels. My, my, he thought, those look smashing! So after asking some questions, he was told it was just a library shot and the 9k super Aero wheels were just photoshopped on. Dam it, he thought, he liked that shot! Fast forward to last Thursday and Old Johnno was delivering to the RSH Shrewsbury, where, parked in the loading bay was a scruffy old T-plate Cosmic Blue 9-5, fitted with a set of three-spoke Super Aeros!

There should be a couple of pictures of this car here, but these were five stud wheels, no adapters fitted, so if anyone has any information on this I would love to hear about it.

Well, I'm afraid that's all for this one folks, keep the emails coming and if all goes well, I should see you at The National, once my gearbox is sorted.

John

New Registrations

Name	Area	Membership No.	Year	Model	Colour
Mr W.J Winterborne	Frome, Somerset	621025-10	MY2003	Saab 9-5 Aero Saloon (Auto)	Metallic Grey

ROGER ALBERT CLARK RALLY

2-5 DECEMBER 2011





This year's event could not have gone better for the Saab Historic Rally Team. Out of 45 starters in the main event, Saabs finished 13th, 24th, 25th and 27th against overwhelmingly younger and more powerful opposition; Saabs finished 2nd and 3rd in the Historic class and had two class wins. We made quite a visual impact with one in ten cars in the whole event being a Saab. To reflect that, we gave a number of awards

The Triple Trophy

Awarded to a member of the 40-strong service and support crew that make the Saab Historic Rally Team possible. Erik would not have been able to win three RAC titles in a row in 1960, 1961 and 1962 without the team that supported him then. This award is for a person who has been with the team from the outset. On the Roger Albert 2010, at the end of a very long snowy day, he finished serving dinner to the last finishers at 3.00am on Sunday morning, before serving breakfast at 6.00am to the first starters. There were many worthy contenders for the trophy, but for 2011 it is awarded to Jack Johnstone for his constant good cheer and his considerable efforts on behalf of all the team members over many years.

The Expensive Noises Trophy

This is awarded to recognise the efforts of those not finishing the event. There could be only one winner, Magic McCombie and Craig Wallace. They started on Friday night, threw off the flywheel, retired on Saturday and were back on Sunday morning after a huge rebuild in Scotland, only for the flywheel to detach again forcing their retirement.

The Erik Carlsson Trophy

This recognises the best performance within the team. Colin Hope and Nick Patrick took a car with 145hp, prepared by themselves, to 13th overall and 2nd in class C3. Their achievement is remarkable when you consider the horsepower advantages of the Escort fleets on the Roger Albert over their black Saab 96 V4. Indeed, they so had the bit between the teeth, that on the last stage they were charging and set 9th fastest time in Kershope!

HERE'S WHAT THE COMPETITORS MADE OF THE EVENT

Magic McCombie & Craig Wallace – Saab 900 (car 56)

It was a short RAC for us, that wasn't quite how it was planned, but like all of life's journeys there were a few learning curves in this one.

There is no doubt that we have mastered the speed of this awesome car, and the gearbox gave no problems at all following a major upgrade. Running on Twin 45s' the sound of the ex-Ola Stromberg car was awesome. Apparently the Service crew's two-mile walk in the dark in Dalby to find us was

also awesome, but in a rather different way.

Was it too much power? Either way, the flywheel bolts, and the dowel had sheared, leaving the entire clutch assembly to do its own thing. Undaunted, Magic and Father headed north on Saturday to collect parts and rebuild the flywheel and clutch assembly. Well, in the spirit of the RAC, it was only a short 280-mile round trip.

Opting for a slightly less aggressive clutch plate arrangement lest the 'snatch' of the paddle clutch was contributing to the issue, the work was completed reasonably quickly once the sheared bolts



had been extracted, although with journey time and workshop time there would be no chance of rejoining the event on Saturday.

Restarting on Sunday morning all seemed well, the run up the motorway from Carlisle to Ae was trouble free and everything was working well. Alas, once in the forest, the same thing happened again. Answers on a postcard please!!

Not to worry, once the car was recovered we had the opportunity to spectate. There is no doubt that although the Escorts, Stratos et al have a great draw, the crowd respected the sheer 'determination' of Saab Two-Strokes and V4s.

Great fun despite the dramas and disappointments, at least the gearbox was OK this year. So one problem fixed, one to go, and it will be a great car.

Nick Pinkett & Hugh Myers – Saab 96 V4 (car 43)

2011 has been our second year without a rally car and was my first, since dabbling in the late 1960s, as a co-driver. Following my wife Debby's epic run on last year's Roger Albert Clark Rally with Richard Simpson, we decided that I should try to do it this year. It was just the job, therefore, when Nick Pinkett asked me to join him in his Saab 96, as part of the Saab Historic Rally Team so enthusiastically organised by Jim Valentine.

Nick's original plan was to use his Two-Stroke, but a number of engine issues resulted in our eventual choice of his early V4. Not the fastest V4, but we were confident that it would be reliable!

We knew that four days of rallying would be tough on car and crew and, in the end, the car never missed a beat and the crew survived remarkably well considering their great age! We were well supported by our team, particularly by Richard Simpson and Mike Robinson in our chase car.

Autumn weather at home had been pretty kind but once we got to Yorkshire things were clearly different – cold, wet and windy! The first evening's stages were based from the start venue of Duncombe Park, near Helmsley; two short stages in the park grounds and two in the Dalby Forest. A spin and stall on the very first stage did not put us off too much but we did lose time due to our 'lazy' starter motor. By the end of the evening we had, however, established our position ahead of the Two-Strokes and behind Bob Bean's Lotus Cortina in Category 1 (for pre-1968 cars).

We managed to hold on to this position all through the long day on Saturday, two more stages in the park, four forest stages in the Yorkshire Dales, two runs around Croft Circuit's tarmac in the dark and two more forest stages on the way to Carlisle. We had a bit of a low point in the Hamsterley stage where the lights were not working properly and it was foggy as well as dark, but we managed to enjoy Shepherdshield (near Hadrian's Wall), the last stage of the day.

Sunday was another very long day, venturing into the Scottish Border forests for six stages plus a couple of 'show stages' near the Dumfries service area. It started to snow quite hard as soon as we got up into the Ae Forest and conditions got more difficult as the day went on. The first half of the day went well for us but we struggled a bit on the later stages, especially after a very dodgy, icy trip over the moors from Twiglees to



Newcastleton! Jim Valentine and his Two-Stroke seemed to be relishing the more tricky conditions and he began to eat a bit into our lead!

For the last two long stages in Kershope which made up Monday's competitive mileage, it was going to be very heavy snow. We did try some different tyres but did not have any specific snow tyres available. We knew we could lose more time.

It was very difficult even to get to the start of the first stage and even then there was a long delay so it would be the only one of the day. Conditions were probably as bad as last year, completely unexpected, but Nick managed to keep the car going and on the road. Jim, with co-driver Jonathan Lodge, did catch us in the stage but were unable to gain enough time to pass us in the overall standings. We were very happy to reach the finish in Carlisle second in the Category and the only car in our class. The Saab team had a great feeling of camaraderie and mutual support and it was fun to be part of it.

Colin Hope & Nick Patrick – Saab 96 V4 (car 33)

Our black 1973 Saab 96 V4 was built for last year's RAC Rally to 1970s Sport and Rally specification and has a very respectable 145bhp. The age of the car and its engine capacity put it into class C3 which is for 1600-2000cc 8-valve engined cars. Usually the only cars in this class are 2-litre Pinto engined Ford Escort Mark 1s. These are capable of 200bhp these days so who would enter this class in a Saab 96?

The RAC rally uses some very fast forest stages in Yorkshire, some lovely twisty flowing stages in Scotland and a mix of the two on the Scotland, England border.

We decided that our car would be out-powered in Yorkshire, but we hoped for a good result in the more twisty stages. We also love the stages run in the dark and hoped to push hard in them.

As predicted, the Escorts took to the lead in the Yorkshire forests despite us pushing the Saab as hard as we could. At one point in Dalby there is a 1500m straight up hill all the way up a narrow rough track but we managed 75-80mph all the way to the top. At the top is a tight 60 degree bend and the secret of good navigating is to be able to tell the driver exactly where that bend is to keep at top speed right up to the braking point. This is where an accurate trip meter comes in to count down the distance and requires absolute trust between driver and navigator. It worked every time!

We moved from Yorkshire to County Durham to the Croft racing circuit happy with ourselves until the lights all fused, turning into Croft as it was falling dark at 4.30pm.

We couldn't get them to work in the 20-minute service time-allowed but, fortunately, the spotlights can work on a separate circuit to the headlights so we did manage to get round the two stages there. We did find the fault after the Croft stages and it was a short in the light switch. So a bit of improvisation by-



passed the switch. A 30-mile run up to Hamsterley Forest got us calmed down again and onto some nice twisty dark gravel again. Clever use of the trip meter stopped us overshooting the corner we went off on last year. By the time we had completed the Shepherdshield stage further north we had overtaken one of the Escorts and were second in our class. So a very pleasing run over to Carlisle for the overnight halt with us well in contention for a good battle.

The Sunday stages were all run in SW Scotland and some of our favourites. They were spiced up with a bit of snow to add interest and also the prospect of a very long day ahead. Ae forest was first and over 14 miles long. As a navigator it is wonderful to read off the map and for Colin it just has one bend after another which he loves. Next was Twiglees which is really difficult to read off the map but was my most satisfying stage to do as I got it completely right for the first time ever! We then looped round these two again with the added delight of Twiglees in the dark with added ice. The pressure was on in Twiglees as two of our support crew (our wives) had gone in to spectate. Fortunately we were reported to have been 'going well'.

After Twiglees there was a very icy-road section over to

Newcastleton for the first of two stages there. It was late, we were tired, it was a bit snowy but we probably had our two most satisfying stages there. We beat our class leader through the second stage and were only one second slower than the awesome Lancia Stratos, which has two more cylinders than our car!

The final day on Monday was to have two runs through a 17-mile stage in Kershope forest, but a large fall of snow meant the last stage was cancelled. We bolted on the snow tyres and had a ball – finishing 9th fastest car through 17 miles of every conceivable type of bend. We got to the finish in Carlisle in 13th place overall and 2nd in our class and were delighted with our result. Not bad for a home-prepared car, serviced and supported by good friends and our wives.

Steve Higgins & Caroline Lodge – Saab 96 Two-Stroke (car 44)

As Jonathan had been persuaded (bullied) into navigating for Jim Valentine on the 2011 RAC, I was quite happy to follow the event and had been provisionally booked to navigate a chase car. However, following a call from a Manx guy called Higgins, this all changed and I was going to be competing against

MOTORSPORT



Jonathan and Jim in another Two-Stroke Saab.

This was going to be a bit of challenge for both of the Lodges, Jonathan hadn't done any map reading for a very long time and I'd never met my driver before, he'd only driven the car once before and hadn't rallied in the forests for over 20 years! Was I worried? Was I heck, in the words of Joey Ramone, it was a case of 'Hey! Ho! Let's go!'

One week before the event and the chaos began. My maps and the car decals, etc were in the Isle of Man, the car was in Huddersfield and I was obviously in North Cumbria. Jonathan had his maps but he also had his car stickers, etc. but 'his car' was in London! The Royal Mail did well out of Team Saab that week with various parcels and packets whizzing up and down the country. Finally all the various paperwork, stickers, road books, maps, etc. were all with the right people.

But on Tindale Fell the chaos continued, you could hear cries of, 'Don't you dare mix your stuff with mine!', 'That's my road book – put it down', 'No, I haven't seen your ****ing marker pen'. Being the kind and loving wife, I helped Jonathan to prep his maps and went through some of the stuff with him – won't be doing that again!

Friday morning and away we went to Yorkshire with our mate John Ross, he'd been roped into joining Team Saab. I met my driver Steve Higgins – who, by the way is not Mark and David's gorgeous younger brother and he is not their Granddad either!

With five Saabs competing we were part of quite a large team, this team also doubled as a choir as JP led us in a verse of 'Happy Birthday' to John Ross. As we sang, John Ross swore at me – shocking language for a man of his age!

Then we were off to MTC1 – I'm not going to bore you with

pages of a stage by stage account, but here are some of the ups and downs. Narrowly missed a tree on SS1, only to hit it on SS3! A snapped throttle thingy and a bust radiator put us out until morning.

Saturday morning and we were back, and started taking time out of Jim and Jonathan. Gale Rigg was a bit of a toughie, with the start line part way up a 1:4 climb/crawl/scrabble! The crowd at Croft was huge, the circuit was slippery – but despite a couple of slides we took more time out of Jim and Jonathan. This got even better when we were 50+ seconds quicker than them through Hamsterly. Pretty good going considering a couple of candles may have given us more vision than the lights on the Saab.

We had lost our management crew during the afternoon. Bless them, where they live they are never more than six miles from the sea – they got confused somewhere in County Durham. We got them back in one piece later that night though. It was nice to be greeted by cheers from the SMC marshals at the racecourse on Saturday night. It was even nicer to be handed a brew and plate of hot food when we reached the service area, Jim likes to make sure the team are well looked after.

Sunday started well and we appreciated an appearance from the 'Spadeadam Cheerleaders!' – You know who you are. The snow in Ae made things a bit more exciting, although seeing Bob Bean off was a bit disconcerting. Two stages into the day and we were going quicker than Jim and Jonathan. As Bob Bean was now running behind us we did the decent thing and let him go ahead of us on Ae 2, this kind of backfired as it made Jim speed up a bit when he saw Bob in the mirror!

Gear selection problems on the way to Twiglees, two were sorted with a 13ml spanner and a couple of thumps to the steering column! Part way through the stage we had more problems as the Saab appeared to be having fuel problems. This cleared and we had plenty of fuel on board so away we went again.

It was on the way to Newcastleton when our big problems began. Along with struggling on the icy fell roads, the engine problems continued. Someone mentioned 'carb icing' (What on earth is that?), someone else thought that the fuel mix was wrong but it had been fine all the previous day. We started the stage and things got much worse, we took an age to get through, the car only seemed to stop in sections where there was nowhere to pull in. Knowing that there was a gaggle of Escorts behind us was a bit scary. We finally got through and limped down to the A7 where we were collected by a member of the Saab team and then were subjected to one of the scariest towing experiences ever! The problem was traced to the fuel pump which appeared to be in self-destruct mode, luckily, we were rescued by Phil who loaned us another one. So we lived to fight another day.

The final day of the RAC, hmmm, not always my favourite day of the event, and this time it was snowing! Kershopefoot was entertaining with various cars either off or stuck in the snow and ice. We finally got to the stage start and after quite a wait the stage was started. Well we made it through, with some colourful language from both sides of the car. On one particular

right- hander, we saw a crew with their OK board, the only sign of their car was a set of wheel marks which disappeared over a banking!

Last stage was cancelled, so off for a well-earned celebratory drink (of coffee) at the Premier Inn, then the ceremonial stuff in Carlisle City Centre. I enjoyed the rally and Steve was already making plans to enter next year, says he's never done an event like that before and couldn't believe the level of camaraderie he experienced and witnessed throughout the whole event.

There are a few points to make about this rally.

- Don't believe everything you read in the local paper
- Jonathan – if you do this event again – you can sort your own maps!
- Marshals – you are all superstars and we appreciate what you do, and remember it might have been cold and it might have been wet but it was 15° warmer than last year!

Jim Valentine & Jonathan Lodge – Saab 96 Two-Stroke (car 42)

We came back to the RAC this year feeling that organising the overall team had robbed us of our class result last year and determined to do better in 2011. Jonathan was a new and welcome addition to the team in the navigator's role. He did an amazing job on the maps. It is a mark of the confidence I developed in him, to take a blind crest in fog flat out on his call on our first event together. Mind you, Erik Carlsson always claimed you should take any blind brow flat out on the basis that 'road goes somewhere'. However, he wasn't driving his own car... and was something of a genius driver.

Ours was very much a one of everything affair. Over the event we had one of every type of weather: rain, snow and sun. On the first night we also had one of every mistake you can make rallying: a navigation error where we overshot a left turn into the forest; a wire fell off the coil cutting the engine on the approach to a stage start; nearly drove into a tree over-steering on a corner; lost the driver's penknife and only avoided running an old lady over in Pickering because Jonathan spotted her in the gloom. Dressed wholly in black she had stepped into the road right in front of the car, she was facing away from us, and once Jonathan shouted I locked up the brakes and only just managed to steer behind her. Despite the squeeling tyres, she didn't even look round and it's not as though the approach of a Two-Stroke is particularly subtle at the best of times. I can only assume she was deaf, drunk or deranged.

We lost a lot of time on the event having problems with the wiper linkage and lighting. We did a number of stages in driving snow, using the side of the stage as a marker for where the road went, this doesn't help your stage times. Steve Higgins proved to be perfectly quick in his similar car which added a new dimension to the event and he'll be hard to beat next year. Nonetheless, I was delighted with our performance, our best yet on the RAC, we won our class, came in third historic and we only finished three minutes behind Nick and Hugh in their V4. There are too many people to thank individually, but you know who you are and you know how grateful I am to you. Roll on November, 2012.

Jim Valentine



GETTING READY

First of all important notices. You will see the dates for our new Midland speed championship foray listed opposite. You now need to register ASAP if you wish to take part. The regulations and registration form are on midlandspeed.org.uk – or contact me and I will send a hard copy.

The Club has been invited to put a stand on at the 'Gold Cup' at Oulton Park on August Bank Holiday. Please note, they are wanting pre-1980 cars and people to get dressed up. We hope to have some Saabs on the rally track if it's service as per usual and we could organise some rides round for people on the stand. Please contact me if you wish to take part.

We are trying to reduce our overall running costs and as such the motorsport sponsorship scheme will be reduced from April on. Please see the web page or contact me to get the new formula and booking form.

I have had quite a busy few months in the workshop trying to progress two projects at once with an odd engine build thrown in for good measure. The two projects are the Saab Quantum single seat race car and a 99 Turbo Group 2 Historic Rally Car.

The Quantum has been stripped down, chassis checked and various repairs made to tidy the car up and make it comply with modern safety standards. At the moment I have welded new

front and rear bulkheads in, rebuilt the pedal box and fitted the new rear roll hoop.

I cannot take all the credit for the 99, this must be the first time I have ever shipped a car out to have anything done on it. The shell is being part prepared by Malbrad Saab Specialists. I managed to strip the car down over the Christmas holidays and trailer it over to Steve's place. The car has had various strengthening mods done. The front quarters behind the bumper/front spoiler have been cut and an extra engine floor welded in above. This allows you to cut a slot in the inner arch to feed air from the turbo front spoiler scoops to the brakes.

I have been sourcing engine parts and we hope to have some lighter new oversize turbo pistons made that close up the gap between the top rings and the end gas to prevent detonation. I have stolen the valve train ideas from Dave Barrow, so we have Pinto Group 1, 44mm inlet valves, which nicely take up the play in the guides. Pug 205 buckets are going to be used, which are lighter than the standard items, but require lash caps. These are coupled with Ford CVH valve springs to achieve a safe 8000rpm.

More on these projects as they progress!

Richard Simpson

MIDLAND CHAMPS 12

8 April	Loton Park Hillclimb	Hagley & District Light Car Club	14 July	Llandow Sprint	BARC (Wales)
15 April	Harewood Hillclimb	BARC (Yorkshire)	21 July	Blyton Sprint	Westfield Sports Car Club
28 April	Goodwood Sprint	Bognor Regis Motor Club	22 July	Blyton Sprint	Westfield Sports Car Club
5 May	MIRA Sprint	Bentley Drivers' Club	28 July	Mallory Park Sprint	Classic Touring Car Racing Club
19 May	Kames Sprint	Scottish Sporting Car Club	5 August	Three Sisters Sprint	Chester Motor Club
20 May	Kames Sprint	Machars Car Club	11 August	MIRA Sprint	Nottingham Sports Car Club
26 May	MIRA Sprint	Midland Automobile Club	26 August	Harewood Hillclimb	BARC (Yorkshire)
9 June	Lydden Sprint	SEMSEC	1 September	Aintree Sprint	Liverpool Motor Club
9 June	Anglesey Sprint	Chester Motor Club	2 September	Wiscombe Hillclimb	Bristol Motor Club and Others
10 June	Anglesey Sprint	Chester Motor Club	8 September	Loton Park Hillclimb	Hagley and District Light Car Club
23 June	Gurston Down Hillclimb	BARC	9 September	Loton Park Hillclimb	Hagley and District Light Car Club
23-24 June	Prescott Hillclimb	Bugatti Owners' Club	9 September	Gurston Down Hillclimb	BARC
24 June	Silverstone Sprint	MG Car Club	16 September	Curborough Sprint	Shenstone and District Car Club
30 June	Shelsey Walsh Hillclimb	Midland Automobile Club	22 September	Shelsey Walsh Hillclimb	Midland Automobile Club
7 July	Lydden Sprint	SEMSEC	22 September	Brands Hatch Sprint	SEMSEC
8 July	Curborough Sprint	Nottingham Sports Car Club			

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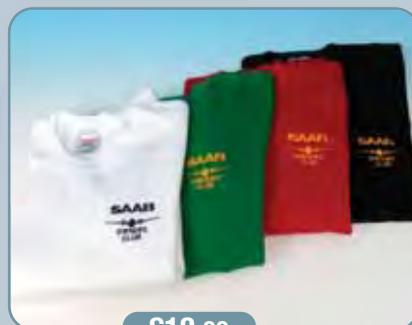
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Winner's Weekend in HELMSLEY

A surprising phone call in December, informed me that I had won the November/December 'Driver' competition. As I normally feel quite pleased if I win a bottle of wine in a raffle, you can imagine that I was very pleased. The prize was a two-night break at the Four Star Feversham Arms and Verbena Spa in Helmsley; in the North Yorkshire National Park. Gordon and I both enjoy taking a spa break and the prize seemed very suited to us both, we decided to use the occasion of my birthday in January.

The hotel is within the town and is a very well-designed mix of the old and the new. From the street it looks like an old coaching inn, with comfortable lounges, bars and a big conservatory restaurant. The owners had the back area excavated, used the hole for an underground car park and the stone to build a very exciting extension which became the Spa, with a group of suites above it. They generously provided one of these for us, so we felt very spoilt. There was a large double bedroom, a lounge with sofas, comfortable chairs and plenty of coffee-table books and magazines, and a beautifully appointed bathroom.

We had pre-dinner drinks in one of the comfortable, fire-lit lounges (candles, lanterns and muted lights everywhere), a very up-to-date cocktail list and champagne by the glass. The menu

perhaps represented the fact that the hotel seemed to be widely used by rather well-heeled walkers, and that there is a gun room; several fish dishes, venison and rabbit. They were very obliging when my husband didn't seem very thrilled at that choice, and he had the best fillet steak ever!

Dinner was excellent and there was a fantastic choice for breakfast.

We were able to use the Spa and booked a massage session. Most of the guests using it were day guests using special offers – and Christmas presents – although some of the hotel guests were regulars who meet up every year, staying for a few days and enjoying the pampering. The theme of the Verbena Spa carried throughout the hotel, with L'Occitane Verbena toiletries being provided in bathrooms and restrooms.

The Spa uses Elemis and Ann Sémonin treatments, and provides a wide range from wraps to massage to manicures. Lots of comfortable seating areas, a pleasant café and lots of outdoor seating and lounging areas. The heated outdoor swimming pool was not being used much, although the hot tubs seemed more popular after a steam in the heat rooms. It would be interesting to see it at a different time of year, when I expect main usage moves outdoors.

Helmsley itself is quite a pretty town, with small shops, grocers, coffee shops. It is only a couple of miles from the ruins of Rievaulx Abbey, from Castle Howard and easy access to walks or drives on the Moors.

All in all a very enjoyable break and we hope to revisit the hotel!

Margaret and Gordon Halstead

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9-5

Vector Sport 9-5 2.3t

2006, Metallic Silver with black half leather interior. Reverse sensors, alloys, air conditioning, Xenons, highlight washers. 36,000 miles. Excellent condition. £5950. Tel: 01824 705819 or Mob: 07768 072228 (North Wales).



WANTED

Touch-up Paint!

Help, need Grey textured touch-up paint used on décor strips, bumpers of a 9-3 Vigen 2002. I am told by Saab that this is no longer available, but the UK is the place to that they will have someone who will make it for any vehicle – ever made!

Tel: 520-481-2711, Fax: 520-790-7611 or Email: lienelad@yahoo.com (USA, Arizona).

Travelling to USA

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

Fax: 520 790 7611 or email: lienelad@yahoo.com (Arizona).

BITS AND PIECES

Chamois Leathers

Best quality large size, £15. Silicone drying blades, T-bar edge whisks water away, £7. Chenille wash mitt, use wet or dry, £6. Microfibre cloth (pack of four), ultra fine fibres, effortlessly attracts dust and grease, or buff-off polish residue, £6. Wheel brush, suitable for alloy or steel wheels, £5. Cheque or Postal Order to Rene A Brodard, 'Roselyn', 18 Cooper Lane, Potto, Northallerton, North Yorkshire, DL6 3HQ. Tel: 01642 700697 (North Yorkshire).

MISC

Oil Leaking from Distributor

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

'Griffin' Badges

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

Performance Exhaust System

Saab 9-3 1999-2003. This is a section of pipe from back of CAT W/A cast section on it, that is 'cut out'. This is an old American hot-rod, moonshiner modification over 70 years old. The exhaust by-passes the muffler when a sturdy valve is opened by cable from inside car. Otherwise, car flows normally through stock system. W/A Turbo the open exhaust is not really loud! The Turbo breaks up the sound waves. You can instantly revert to a stock quiet system by pulling the cable! Price £280 + shipping from USA. Tel: 520-481-2711, Fax: 520-790-7611 or Email: lienelad@yahoo.com (USA, Arizona).

Short Shift Conversion

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

'Driver' Magazines

From 1997 – to-date. Good condition. Please telephone to discuss price and delivery. Tel: 01726 67100 (Cornwall).

Personal Number R5AAB

Private sale. Plate reads 'Our Saab' – real eye-catcher. Personalise your Saab. Number plate on retainer. Offers around £1500. Text or Tel: 07905 350554. (Grimsby).

HOLIDAY LETS

Apartment in Western Algarve

Special prices for Saab Owners in our modern apartment. Featuring air conditioning and underfloor heating for year round comfort. Superb sea views, indoor and outdoor pools. Sleeps up to six. Two bedrooms, two bathrooms. Fully equipped kitchen, dishwasher, washing machine. Satellite TV. Free wi-fi. Tel: 01277 623846 or email: alexandalgarve@aol.com (Essex).

Yorkshire Dales Cottage

Two bed, refurbished cottage in Reeth, North Yorkshire. Sleeps five. Four star Visit Britain rated, stunning. Tel: 07976 312134. Discount for SOC Members. www.alpynecottagereeth.co.uk or email: fourdunns@ntlworld.com

Display Advertising

Anyone in the business of selling goods or services related to the motor car, as a general rule, can advertise in the 'Driver'. If Members can recommend a service or would like to suggest someone to our Sales Executive we would be most grateful.

Kay Scott – Tel: 01943 461679
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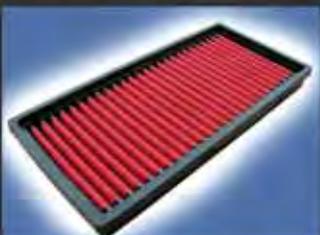
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