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SAAB DRIVER

The Magazine of the Saab Owners Club of Great Britain Limited



INSIDE

SAAB SANS FRONTIERS
The 'Roast Beef Eaters' Convoy

PARIS MOTOR SHOW 2010

MOTORSPORT
Tour of Ulster Rally



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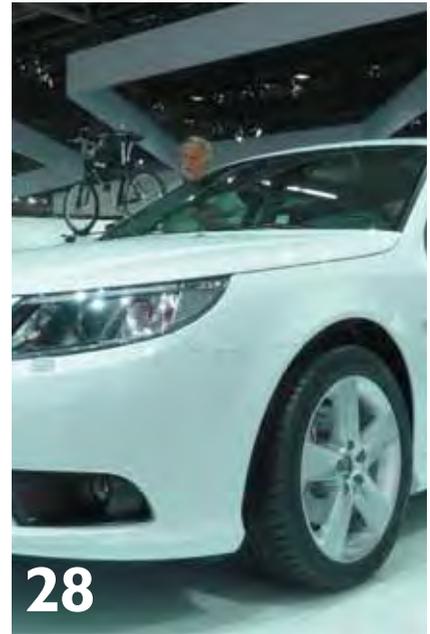
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FRONT COVER: The 'Roast Beef Eaters' Convoy.
Photo © Alex Rankin

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

Classified Advertisements
– see details on page 62.

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DEADLINE DATES FOR CONTRIBUTORS

Jan/Feb 2011 ISSUE: 12th November 2010
March/April 2011 ISSUE: 14th January 2011

DISPLAY ADVERTISING IN THE SAAB 'DRIVER'

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

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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
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Disclaimer

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STEERING WHEEL



The SOC AGM was held in Cambridge at Buckingham and Stanley on Saturday 9 October. Dealer Principal, James Howarth opened the meeting with a welcome and overview of how he saw the future with Saab under new owners and below are his personal notes which he used to convey his message.

"Welcome to Buckingham & Stanley's Cambridge Saab. A Saab dealership with over 35 years experience with the brand. Employing 40 people in a number of Saab and related motor trade endeavours, we are probably the largest independent East Anglian Saab dealer. Still proudly solus! The past 18 months have been interesting and surprisingly buoyant for us as a Saab dealer.

"The various twists and turns of first Koenisegg, then oblivion, then Spyker but all along we lived with the GM decision that Saab no longer had a future in their portfolio. Then Spyker and in particular Victor Muller a charismatic person started to suggest a way forward. Then the new company took over, with much the same team still in place at Saab Great Britain headed up by Jonathan Nash.

"The past six months have therefore been one of transition for both the UK dealer and the Saab Great Britain team. In the middle of this period we have of course launched the new 9-5 which has landed with mixed reviews in the press, some of it is perhaps sour grapes whilst other comments are legitimate for what is after all a GM legacy car.

"It will find its feet, but we suspect it will take a little longer than the dealers and Saab themselves would have hoped. Its acceptance and success is critical to the long term viability of Saab and the factory, investment in new models etc. We do however understand that the current Saab volumes and aspirations remain on track for both the future of the factory and the brand.

"So where are we now? Most dealers are feeling a little precarious, on the back of the mixed reception of the new 9-5 and to some extent the uncertainty that surrounds the brand in the public's mind, plus of course we have the whole UK economy to grapple with. So the first, second and third quarters of this year have felt different and a little uncertain.

"As you can imagine a lot of the umbilical cords had been cut from GM and this past few months has seen a lot of work in the background, bringing the connections back to life, a process that has again taken a lot longer than any had hoped. We are pleased therefore to report that as we go into the fourth quarter there is some sign of light at the end of the tunnel:

- Launch of the Saab loyalty scheme on new cars for both existing and past owners of Saab cars.
- Re-launch of the Saab Service Club and the Parts Trade Club.
- Re-launch of the Saab Approved used car programme. Including some limited exposure to the short term rental market.

"Then we have the good news stories of the BMW engine connection and American Axle with the electronic four wheel drive, both innovative products and a sign of the independence and innovative style of the new Saab. Then a first in the UK market for Model Year 11 the zero road tax story across the whole range of 9-3 tid diesel range, and with a 10bhp increase in power!

"Then the new 9-3 to be developed as a hatchback, based on the new Saab Fenix platform which can be stretched and shortened opening the door toward more innovative and quicker model changes including a small range of Saab cars.

"So, if that is the Saab dealers and Saab Great Britain's plans for the future, we would ask what can the Saab Owners Club do for us? Above all we need you to support your local Saab dealer, be it for a small spare part or just a service. Saab drivers are the life blood that will sustain the brand in to the future. What we don't want is a continual watering down of the franchise, ending up as a second franchise in a dual facility, there are now less than 30 solus dealers out of a total of 70 UK dealers (from a high of 95), the target is 65 proper dealers in well placed areas. What we don't want is 70 indifferent dealers badly placed. So we need your support and that of the many Saab drivers you represent."

The above comments should not be taken as representing anything other than James's personal view of the current Saab business. We thank him and his team for the venue and hospitality.

Also at the meeting, along with many other Members, was Alan Lawley (Membership number 7). Alan was a Member of the original board of Directors when the Club was incorporated as a Limited Company by Guarantee in 1974. The first AGM took place on the 20 October 1974 at the Post House, Great Barr in Birmingham and there were 794 Members of the Club.

The AGM will be reported in the next issue in more detail but I would like to take this opportunity to thank Toby Field, who did not stand for re-election at the AGM, for his contribution whilst he was a Director for IT. He is still very active in the Club and continues to run the East Sussex Saab Group.

There is some important news about the Club Shop on page 59 following Molly's decision to stand down. We thank Molly for her unique contribution, she will be missed by many Members.

The Winter Weekend has been arranged in Stratford upon Avon Friday 4-6 February 2011 – see Noticeboard on page 21. Please note you must book by 1 December – this is a requirement imposed by the hotel. We thank Hilary Philpott for organising this event.

The Sweden trip had to be postponed, however, it will go ahead in April 2011 – details of this and other events and news can be found on page 20.

There are lots more new items in this edition, three new Groups have been formed, and lots more, maybe you can support the Saab Historic Rally Team in November – see page 56 for details.

Thank you for your continued support and all who have contributed in anyway to the Saab Owners Club in 2010

Richard Elliott

Peter Best Insurance Services Ltd

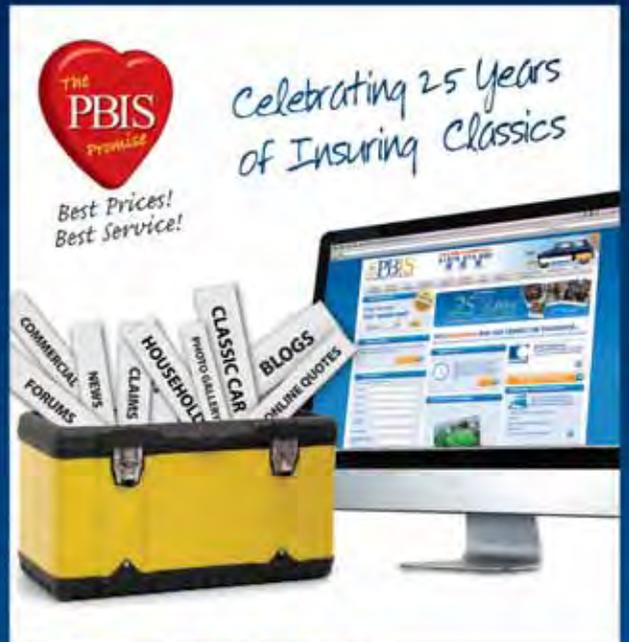
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PRODUCT OFFENSE

Saab has been busy since its re-birth as an independent company seven months ago. Not only has it launched the all-new 9-5 saloon, but it has also concentrated all facilities in Sweden, ramped up production, rebuilt the global sales network and formed new strategic business partnerships.





In the next 12 months there will be two more new products to launch – the hotly anticipated 9-5 SportWagon and the exciting, all-terrain 9-4X – proving that Saab's business plan is well on track. In short, the future for Saab Automobile has never looked brighter.

Meanwhile, at this year's Paris Motor Show, Saab showcased its new eco-benefits, including zero-emissions driving and class-leading low CO₂.

Taking centre stage and making its world premiere in Paris was the unique Saab 9-3 ePower, an all-electric version of the 9-3 SportWagon. It is Saab's first step towards developing an all-electric vehicle and represents an important step forward for Saab's pursuit of delivering cleaner and sustainable mobility solutions.

Saab 9-3 ePower – mid-sized SportsWagon with zero emissions

Saab Automobile takes its first step towards developing an all-electric vehicle with the unique Saab 9-3 ePower, a Saab 9-3 SportWagon designed to offer a zero-emissions driving range greater than any EV currently in production.

Using high-density, lithium-ion battery cells, the 9-3 ePower has a projected driving range of 124 miles and is powered by a 184hp electric motor giving zero to 62mph acceleration in just 8.5 seconds.

Early next year, Saab and its development partners will begin a test driving programme in Sweden with a 70-strong fleet of Saab 9-3 ePower cars. Performance will be monitored across a wide variety of usage patterns, with component data logged on aircraft-style, black box recorders. The programme is designed to evaluate the potential for developing a high performance Saab EV.

Low emissions – Saab 9-3 diesels offer class-leading performance

On sale in the UK, all Model Year 2011 Saab 9-3 1.9 TTD diesel engines now have more advanced twin turbocharged engines and, in the Saloon, all three engines deliver a class-leading CO₂ rating of only 119g/km, a reduction of 10 per cent in CO₂ emissions across-the-range and the cleanest and most efficient Saab ever.

The 180 hp/400 Nm variant not only has the lowest CO₂ per hp of any four-cylinder diesel in the market but it is also the most powerful sub-120g/km saloon on sale in the UK, making it an attractive proposition for buyers wanting a vehicle that has improved power, lower emissions, sporty performance and increased efficiency.

With these engines and manual transmission, the 9-3 saloon delivers outstanding fuel economy on a combined cycle of 62.8mpg. The SportWagon offers an impressive 61.4mpg and low CO₂ emissions of 122g/km and for the Convertible, the respective figures are 54.3mpg and 137g/km.

The 1.9-litre diesel line-up now comprises 130, 160 and 180hp TTD units.

Two engines added to new Saab 9-5 powertrain line-up

The powertrain menu for the new 9-5 is further broadened by the introduction of two new engines, a 190hp, 2.0-litre diesel, with twin turbochargers, joins the current 160 hp, single-turbo version. It combines strong performance with impressive economy and can also be teamed with Saab XWD, bringing this advanced all-wheel-drive technology together with diesel power for the first time.

Saab's rightsizing engine strategy is also reinforced by the addition of a 180hp 1.6-litre petrol turbo. Developing more than 112hp per litre, it is among the most powerful series production engines in its displacement class. Combined cycle fuel consumption and CO₂ emissions are 36.2mpg and 179g/km respectively.

See overleaf for further details about these new models.

NEXT ISSUE

News feature celebrating the 50th anniversary of Erik Carlsson first RAC Rally victory.





Wider Engine Choice for NEW FLAGSHIP

Just two months after its launch, the appeal of the new Saab 9-5 Saloon is further broadened by the introduction of two new engines.

For Model Year 2011, a 190hp, 2.0-litre twin turbo diesel makes Saab Cross-Wheel Drive (XWD), the widely-acclaimed all-wheel-drive system, available for the first time with a Saab diesel engine. Using twin turbochargers, this new engine combines strong performance with impressive fuel efficiency and joins the current 160hp, 2.0-litre single turbo diesel engine.

The petrol line-up is extended by the addition of an efficient, 180hp, 1.6-litre turbo, reinforcing Saab's engine rightsizing strategy.

The Saab 9-5's high-tech options list is expanded by the addition of Adaptive Cruise Control (ACC) and an exterior paint colour palette that is increased from seven to 11 colours.

2.0TTiD Twin Turbo Diesel

The new, more powerful, twin turbo diesel engine generates substantial torque of 400Nm from just 1,750rpm, in addition to maximum power of 190hp. The result is 0-62mph in under nine seconds. Projected combined cycle fuel consumption of 47.1mpg and CO₂ emissions of 159g/km are equally impressive, keeping the 2.0TTiD below the 160g/km write-down threshold for company car buyers.

The sequential, twin turbocharging system uses two turbochargers of different sizes with by-pass valves that direct the exhaust gas stream between the two turbines. At low engine speeds, the small turbocharger supplies boost pressure independent of engine load. At intermediate engine speeds under higher loads, both the small and large turbochargers provide boost pressure; while at high engine speeds and load, only the large turbocharger is engaged.

This arrangement provides the driver with the 'best of both worlds': good, instant torque at low engine speeds – via the low-inertia small turbo – and strong, top-end power at higher engine speeds when the large turbo is engaged.

The 2.0TTiD engine is available in Vector SE and Aero specification and can be specified with XWD, combining diesel power for the first time with Saab's advanced all-wheel-drive system. All variants are

equipped as standard with Saab's sophisticated linked H-arm rear suspension system. This system uses double isolated sub-frame mountings for greater ride comfort, and also reduces vibration entering the cabin and further improves roadholding.

1.6T Petrol Turbo

This small, highly efficient, 180hp engine epitomises Saab's rightsizing engine strategy. Developing more than 112hp per litre, it is among the most powerful series production engines in its displacement class.

Such strong power, backed by plentiful torque of 230Nm from 2,200rpm to 5,500rpm (including an 'overboost' function), enables 0-62mph acceleration in 9.5 seconds. Combined cycle fuel consumption and CO₂ emissions are 36.2mpg and 179g/km respectively.

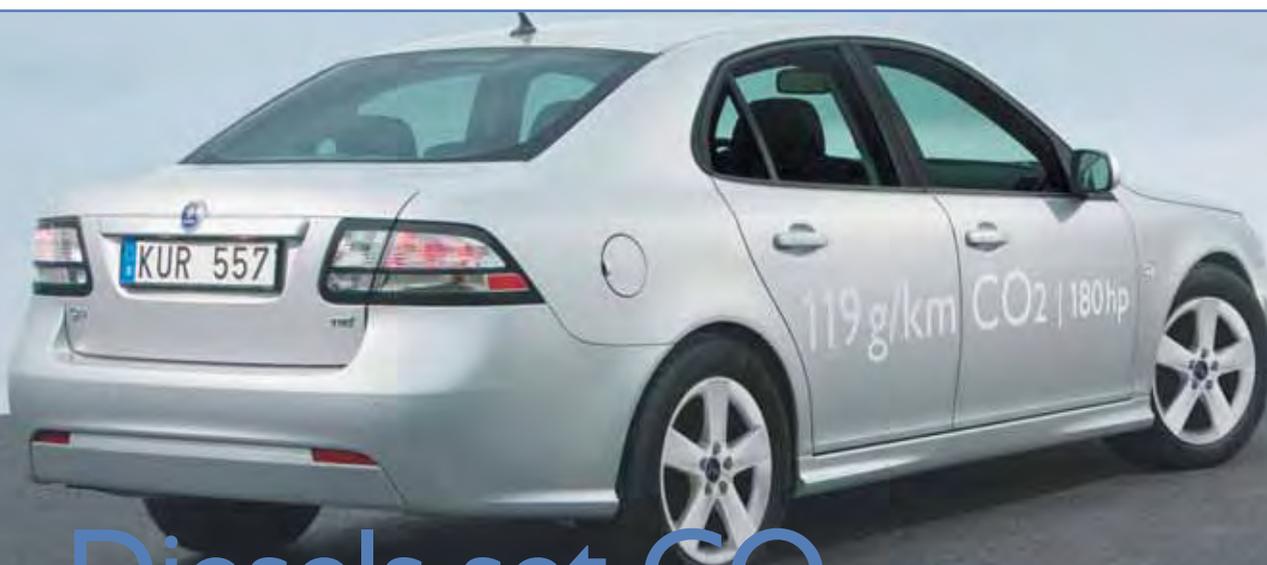
The 1.6T is available in Vector SE specification with front-wheel drive and manual transmission.

Adaptive Cruise Control (ACC) with Stop and Go

This optional feature for models with automatic transmission enables the driver to select a constant cruising speed and automatically alters the chosen speed to maintain a safe gap to the vehicle on the road ahead. Full distance control is provided from 112mph down to a complete standstill. ACC offers more relaxing and less stressful driving, particularly in slow-moving, congested traffic conditions. The driver can select one of three distance options.

A radar sensor in the front grille emits a beam to measure the distance to the vehicle in front. If this gap reduces below the required setting, the throttle opening is adjusted or engine braking is applied. Once the appropriate distance is restored, the car will accelerate back up to the pre-set speed. Should heavy braking be required, a visual warning is flashed and an audible sound alerts the driver to take action.

ACC, available later in the model year, requires the fitment of Saab's head-up display.



Diesels set CO₂ BENCHMARK

Class-leading CO₂ emissions of 119g/km are on offer within the latest Saab 9-3 range, which benefits from an across-the-board emissions reduction of 10 per cent, making this car a perfect choice for company car users, and a cost-effective option for customers keen to reduce fuel consumption and their carbon footprint.

For Model Year 2011, all 9-3 diesel engines have more advanced twin turbocharged engines and, in the saloon, all three engines give CO₂ emissions of just 119g/km and exceptionally low combined cycle fuel consumption of 62.8mpg. The most powerful variant, the 180hp 1.9 TTiD, now delivers the most efficient performance for a four-cylinder diesel engine in the marketplace in terms of CO₂ per unit of horsepower.

CO₂ reduced to 119g/km.

Saab engineers have delivered class-leading diesel performance following an 18-month development programme which focused on achieving an average 12 percent reduction in fuel consumption and CO₂ emissions. For saloon models, the result is emissions below 120g/km, a key vehicle taxation threshold in the UK market, and the cleanest and most efficient Saab ever.

By introducing twin turbochargers across the diesel range, Saab engineers have optimised the engines to harness more power and torque in the interests of fuel consumption and lower emissions.

The 1.9-litre diesel line-up now comprises a 130hp TTiD unit (replacing the previous 120hp TiD engine), a 160hp version (replacing the 150hp TiD engine) and a range-topping 180hp/400Nm variant.

With these engines and manual transmission, the 9-3 saloon delivers outstanding combined cycle fuel economy of 62.8mpg and 119g/km CO₂ emissions, and is tax-exempt for vehicle excise duty. The SportWagon offers an impressive 61.4mpg and low CO₂ emissions of 122g/km and for the Convertible, the respective figures are 54.3mpg and 137g/km.

To dip under the 120g/km level, optimised gearing is fitted without affecting acceleration or top speed.

Other efficiency measures introduced include:

- Recalibrated engine management with improved fuel injection and combustion control
- Revised gear ratios to match new power and torque characteristics
- Improved electrical power management, including sophisticated alternator control when battery charging is not required and more efficient electro-hydraulic power-steering assistance
- Low rolling resistance tyres for reduced road friction
- Improved aerodynamics, with rear underbody deflector blades
- Reduced weight through lighter construction and sound-deadening materials
- Revised torque converter for automatic transmission with optimised shift programming.

The all-turbo petrol line-up, which features an average reduction in fuel consumption and CO₂ emissions of 7 per cent, also benefits from some of these measures.

Standard Equipment Enhanced for 2011

In addition to the significant powertrain improvements, standard equipment levels have been increased for 2011. All 9-3 models now come with Bluetooth phone integration and heated front seats as standard. Other model year enhancements include the introduction of a 'change-up' indicator in the instrument cluster to encourage economical driving; a clutch interlock system on manual transmissions; child seat top tether anchorage points and a perforated leather sport steering wheel on Aero models. Two new exterior paint colours have been added to the range – Diamond Silver and Java and rear engine badging has been changed to follow the same style as used on the new 9-5 Saloon.

PUT THE BRAKES ON MOT REPAIR BILLS

Motorists could save themselves thousands of pounds in repair bills for failures that only come to light during standard MOT or service procedures, claims leading warranty supplier, Warranty Direct.

Figures released by VOSA after a request under the Freedom of Information Act show that, in 2007, 20 per cent of three-year-old cars failed their first MOT*, with mechanical and safety-critical parts, such as brakes and suspension, a factor in a high percentage of failures (36% and 15% respectively).

Warranty Direct's database of 50,000 live policies shows that the average repair cost for these parts stands at £412.25 and £395.43, all of which would normally be borne by the car owner as part of the MOT bill.

But, according to Warranty Direct's unique Reliability Index (www.reliabilityindex.co.uk), many of these deficiencies do not show themselves until they either fail completely or are highlighted during a routine garage visit.

Two of the UK's most popular cars, the Vauxhall Corsa and Ford Focus, showed worrying numbers of brake deficiencies in the VOSA data, collectively totalling 18,142 MOT failures because of inadequate brake pads or discs. But the Reliability Index showed only modest numbers of brake issues for these cars (1.3% and 3.97%).

Meanwhile, more than 18 per cent of the Fiat Punto's MOT failures were partially accounted for by fuel and exhaust

malfunctions, a problem which does not make a dent in the car's Reliability Index stakes.

Duncan McClure Fisher, managing director of Warranty Direct, the first company not to exclude faults found during MOT and service, said: "What this highlights is that a huge number of faults only come to light during the MOT. After all, most people only think to claim on the warranty if a component breaks in some way. But there are clearly hidden problems that they'd normally end up paying for."

Most warranty policies held by motorists whose car has just left the protective umbrella of the standard three-year manufacturer cover, use the fact that a fault was found during a routine MOT procedure as a loophole not to pay up.

Mr McClure Fisher added: "This new data just goes to show why it pays to be covered in this eventuality. Most drivers probably wouldn't even think about claiming on their warranty in this situation and, with almost every other policy but ours, they'd be right, as they wouldn't get a bean."

**Only vehicles that accounted for 20,000 or more MOT tests in 2007 were included in the final data*

STOLEN V5C REGISTRATION DOCUMENTS

Check documents carefully before buying a used car

DVLA is warning motorists to be on the lookout for stolen V5C vehicle registration certificates when buying a used vehicle.

Customers are advised not to purchase the vehicle but to report the matter to the police if the serial number of the registration document falls within the following ranges:

BG9167501 to BG9190500

BG9190501 to BG9214000

(previously publicised by DVLA in February and August 2007, respectively)

BG8407501 to BG8431000

BG9282001 to BG9305000

(found to have been compromised in March 2008)

BG8229501 to BG9999030

BI2305501 to BI2800000

(warning from DVLA announced 17 July 2008)

Buyer Beware

If a serial number is not present, looks to have been altered or tampered with, or the vehicle is accompanied by only a part of the registration document, customers are advised not to proceed.

Cloned vehicles

The stolen documents are being used by criminals to accompany stolen vehicles that have had their identity changed to match that of a legitimate vehicle. This practice is known as cloning. The cloned vehicles are being sold to unsuspecting members of the public who can suffer significant losses when the vehicles are found to be stolen. This activity is outside of DVLA's control and the Agency becomes aware of these

incidents only after the event, when the innocent victims of this crime submit the stolen documents.

Different colour

The stolen certificates have a different background colour on the Notification of Permanent Export (V5C/4) tear-off slip on the second page, which looks mauve on the front and pink on the reverse. On legitimate documents they should be mauve on both sides.

Prospective purchasers are urged to check the serial number that appears at the top right hand corner of the registration certificate before purchasing a used vehicle.

DVLA Hotline

If a member of the public wishes to check the validity of a registration certificate prior to the purchase of a vehicle, they can call the DVLA hotline on 0870 2411878.

AA Car Checking

An AA Car Data Check will help you buy a car with more confidence by checking against:

- Any outstanding finance agreements
- Whether the car has been written-off
- Whether a car has a high risk of fraud or theft
- Registration details, number of owners (keepers) and Vehicle identification number
- Market valuation (if available)
- Mileage Check

www.theaa.com

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Pollen Filter	97.2493	£8.50	900, 9-3
Front Discs	20.9320	£20.00	900, 9-3
Front Pads	40.2203	£25.00	900, 9-3
Air Filter	97.6030	£5.50	900, 9-3
Air Filter	97.2491	£6.00	9-5

Call our Parts Department now on 020 8985 2255 or visit our website at
www.braydonmotors.co.uk



Victor Muller **ENTREPRENEUR OF THE YEAR**

Victor Muller has been named Entrepreneur of the Year by Automotive News Europe. Automotive news said the Dutch businessman showed extraordinary tenacity during protracted negotiations to purchase Saab Automobile from General Motors, working closely with Saab's executive leadership team. The future of Saab Automobile was eventually secured with its takeover by Muller company, Spyker Cars NV.

"I feel incredibly honoured and proud to receive this award," said Muller, as he was presented with the accolade. "However, this is not just for me, but for all the Saab employees and Saab's excellent management headed by Jan Åke Jonsson, who have shown tremendous commitment and dedication during a challenging but exciting period in the company's history.

"Saab has already achieved a great deal in a short space of time. We have strengthened our global organisation, successfully launched a new flagship model, forged exciting new business partnerships and ramped up the development of

future products and technologies.

"Over the next 12 months Saab will launch two more premium cars, in addition to the new 9-5 sedan, and will enter at least one new market segment. These vehicles will be engineered and designed as true Saabs. All this activity shows Saab is firmly on track to deliver on its business plan."

Saab Automobile and BMW enter agreement for supply of gasoline engines

Saab Automobile and BMW announced an agreement for the supply of engines to be used in next-generation Saab vehicles. Under the purchase, supply and development agreement, BMW will supply Saab with 4-cylinder 1.6 litre turbocharged petrol engines from 2012. The engines will be adapted to meet Saab specific requirements.

The contract was signed in Trollhättan, Sweden. Participating in the signing were Saab Automobile CEO Jan Åke Jonsson,



Saab Automobile Chairman Victor Muller and Ian Robertson, Member of the Board of Management of BMW AG, responsible for Sales and Marketing.

This follows speculation that Saab would switch to BMW diesel engines, this may still happen as Victor Muller stated Saab would look at development and component supply partnerships in the future, fuelling speculation that the prospective 92 model may be built on the BMW Mini platform.

Dealer and specialists

In the last edition of 'Driver' I requested you contact me if you were prepared to offer Saab Owners Club members discounts, if so which areas would be covered.

The response was extremely disappointing with only three YES three! responses, please look at this again and contact me with your discount structures. To those that did respond thank you very much.

Saab 9-5

How many new 9-5s have you seen on the roads? Not many I suspect, I can count the number on one hand, I have actually seen more new Mini Countrymans in the last couple of weeks. At least I read a good road test for the new 9-5, *Evo magazine* rated it as rather good. *Motor Sport magazine*, however, said, there's not a lot actually wrong with the new 9-5, but that would be a strange reason for recommending a car. I've always thought that every new car on sale, be it fast or slow, cheap or

expensive, should have something to point to which says, 'this is why you should buy this car' and it is this critical factor that I have not yet identified for myself in the new 9-5.

Electric cars

Saab had an electric 9-3 on the stand at the Paris Motor Show one of many electric and hybrid cars they are developing.

Renault put its first electric vehicle on sale, the Kangoo ZE van, priced at £16,990 plus £59 per month to lease the batteries, vans do not qualify for the Government £5,000 green incentive, but do qualify for 100% capital write-down allowance.

Mitsubishi has dropped the price of its iCar by a whopping £10,000. I tried to find out how much they were losing on each car, a former colleague could not reveal the exact figure but said it was substantial.

Despite car manufacturers' claims, hybrids are not new. Porsche built a car they christened Mixt-drive, a small gas turbine engine drove a generator that in turn powered electric motors in the cars hubs, over 100 years ago before Toyota claimed the Prius was the way of the future. Folklore has it that it was the inspiration for NASA's lunar Roving Vehicle.

Mini scooter E concept

BMW is continuing to push the Mini as a lifestyle brand with electric scooters, revealed at the Paris Motor Show. Apparently they will have a navigation system, wireless Bluetooth and iPod system built in to a special helmet.

Fuel saving

Motorists buying more fuel efficient cars aren't really making any fuel cost savings due to the rising prices at the pumps. Data from the Miles Company shows that although today's average car covering 10,000 miles uses 13% less fuel than its 2004 counterpart, higher fuel prices mean it costs as much to keep it fuelled, only sub 120g/km CO₂ cars are holding their own against rising fuel prices.

Diesel downsides

The Salvation Army has made the decision to switch from Diesel to petrol. Over the next three years they will replace over 750 diesel cars for petrol versions, the decision has been brought about by the problems with particulate filters, a large number of their cars are used in urban areas, something particulate filters do not like. They need regular regeneration, this means a regular blast along a dual carriageway or motorway, if this does not happen a warning light shows that regeneration is required, if this is ignored the vehicle will go into limp home mode and needs to go to its dealer to have the system regenerated. I knew of one driver who lived on the Isle of Man and had this issue every couple of weeks, there are no motorways on the Island, so regenerating the system was very difficult. Eventually the manufacturer gave the customer company a full refund.

As always your comments and thoughts are most welcome.

Robin O'Connor
dealerliaison@saabclub.co.uk



SAABS SANS

The 'Roast Beef Eaters' Convoy

Robin Morley and I have struck up a great friendship with some French and Belgian Saab enthusiasts as a result of The Swedish Day Shows. They had come to Swedish Day in a small convoy to support the event and generally enjoy a weekend in England.

We were shown photos of their C900 event that had been held a couple of months prior to Swedish Day and we thought it would be a nice thank you to them for making the effort to join us at Sparkford, if we travelled over to their C900 gathering the following year in France.

The year quickly passed and we found that 28 March was approaching very fast indeed!

This event is only open to C900 owners/drivers so we decided we would go in my Turbo8 three-door.

Originally it was just going to be myself and Robin in one car making the trip, but Robin wondered if any other C900 owners fancied joining us, so he posted details of the event on UKSaabs and in the 'Driver'.

There was a very good response and we ended up with a convoy of seven cars heading out very early on the Saturday morning for a rendezvous at Dover to take the midday crossing to Dunkirk and then on to Lille.

On our arrival at Lille we were met by Thierry and Gabriel



FRONTIERS

at our hotel, and shown to the Headquarters of the Lille Fire and Rescue service, where Thierry is the fire captain, to park the cars overnight ready for the morning convoy.

Thierry had very kindly booked a restaurant for Saturday night so as we could experience and enjoy an evening of superb food and conversation that was geared towards 'English' tastes, with the addition of a can of 'escargot' that was gift wrapped and given to us during the meal, which caused quite a laugh at the table!

Our evening finished around midnight when most of us headed off to bed as we had an early start on Sunday morning for the drive to Paris, joining with other convoys from Belgium and France on the way.

Our convoy totalled 26 cars by the time we arrived on the outskirts of Paris at Le Bourget Airport, and once we had parked next to the Saab fighter jets that had been especially placed on the apron for the event, there were over one hundred C900

Saabs on display. I have never seen so many of the same model gathered in one place at the same time and it made an incredible sight to see!

We were free to wander around the museum if we wished, and look at the two Concorde planes on display in one of the hangars.

By mid-afternoon we all had to start our journey back to Calais to catch various ferries and Eurostar trains back to Blighty after a thoroughly enjoyable weekend, making lots of 'new Saab friends' along the way.

I would like to thank all those who joined us on the convoy, it was a real pleasure to meet you all and for helping make it such an enjoyable time. I would like to add a special thanks to Bagnell Saab for sponsoring the Rally Plates, and our French hosts for their wonderful hospitality. Vive la France!

Alex Rankin (SouthWestSaab)

9-3 Topping Up

My 9-3 needs topping up with coolant every couple of weeks, however there is no evidence of any leakage. Also I have experienced the transmission behaving differently to usual on occasions. It appears to change gear later than usual intermittently. Perhaps you can give some advice on possible causes.

Don Andrews

There is a potential problem with a coolant leak from the transmission oil cooler which can allow water from the cooling system into the transmission fluid, the cause is a faulty seal on the oil cooler.

This does need investigating urgently as permanent damage could be caused to the transmission. I suggest the fluid is drained and checked to see if there is any evidence of water contamination, if there is, flush the cooler and transmission, change transmission fluid and fit new seals to the oil cooler. The other area to look is possible headgasket leak, low transmission fluid.

900S Replacement Battery

I am having difficulty in finding a replacement battery for my 900S. Neither of my nearest Saab dealers keep batteries anymore. I cannot find a local source, who is able to offer a suitable battery that is narrow enough to enable me to fit in the heat shield. I have looked on the internet and all the batteries

with a suitable cranking power also seem to be too wide. Do you have any suggestions?

Patrick Larkin

We use VARTA D19, they always have been a tight fit.

TECHNICAL TIP

Cam belt engine drive belt warning

I thought I would draw your attention to a potential major problem if a drive belt fails for whatever reason on a cam belt engine, this could apply to a petrol V6 or a diesel engine such as the 1.9 currently fitted in the 9-3 Sport.

As the cam belt cover is plastic and easily damaged, if the auxiliary drive belt fails it is possible that debris can damage the cam belt cover and cause the belt to be damaged and maybe fail causing major damage to the engine, especially on petrol V6 and 3.0 diesels.

It is therefore important that the pulleys and belt are in good condition. I have had one 9-5 V6 petrol and one 1.9 9-3 Sport failed due to a drive belt problem so it's worth checking and replacing any suspect parts. The 1.9 16v diesel is designed so that the cam followers break thus protecting the valves. However all the V6 models will suffer substantial engine damage due to a cam belt failure.

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Praise for the 9-3

I am now on my second 9-3 Sport Wagon 1.9Tid 150. The first was a December 2005 Linear Sport bought new as a company car, having previously had two Rover 75s (the latter a diesel Tourer). The biggest plus differences that I found were the far better performance and the increased height in the boot for the dogs. The boot is more practically capacious than is

indicated by the official volume figures. On the negative side were the appalling audio system (seven speaker system available as OE at £50 but after delivery at over £350!) and dull all-grey interior. Warranty work at under 40,000 miles – dual-mass flywheel replacement and water pump failure.

Generally I was pleased with the car and on retirement last March I purchased a new Vector Sport version (again SW with 150Tid engine) with Parchment interior. What an improvement in appearance inside and also more comfortable sports heated seats. Generally it seems a more solid and better built car. The audio system is

a great improvement. At present no warranty work. I am quite surprised at the number of people who have admired the colour (Fusion Blue with this Parchment trim). To us it is an ideal size car for holidays and dogs!

I also have great praise for the sales and service departments of the dealer (Concept Saab) from whom I purchased both cars.

Mike Thompson

SOC Group visit Oulton Park Gold Cup

A joint venture arranged by Dave Barrow and Cheshire Group along with North West Group hit the sunny hillside at the bottom of Cascades in Oulton Park Racing Circuit for the famous Gold Cup meeting. Amongst others there on the day were racing legend Sir Stirling Moss now 80, and driving an OSCA historic car, bearing his number 7 on its sides. The immaculate red car was given a great reception by the enthusiastic crowds assembled to see a superb days racing.

Races included formula three cars from the 1940s-1950s, to the Formula 5000 beasts of more recent times, and it seemed everything in between.

A full programme was run throughout the day with over 500 drivers in 480 historic racing cars, and in one of the few sunny days seen in this summer.

"Numbers attending the event have been clearly increasing in the past couple of years," said John Howard of North West Group SOC.

Over 900 cars were on display through the weekend and of course Saab were represented with a good selection of models on show and on the short rally demonstration track.

John Howard, NW Group



NOTICEBOARD

SOUTH WEST SAAB CHRISTMAS DINNER

Saturday, 11 December 2010
from 7.00pm

It's time to start thinking about the South West Saab Christmas Dinner again. We have chosen the Restaurant at The Sparkford Inn in Sparkford. This year's menu is below and it will cost £12.00 for three courses. Please can you choose from the list below and let me, Robin Morley, know as soon possible.

Tel: 07515 112120

robin@southwestsaab.co.uk

STARTERS

Tomato and Basil Soup (v)
Chicken Liver Pâté with Redcurrants
Prawn Cocktail
Breaded Mushrooms (v)

MAIN

Roast Turkey
Roast Topside of Beef
Salmon with Lemon and Crayfish Sauce
Spiced Butternut and Brie Bake (v)

SWEETS

Christmas Pudding
White Chocolate and Raspberry Snowflake Cheesecake
Chocolate Orange Melting Heart



Saab Owners Club of Great Britain

SWEDEN VISIT 2011

**Thursday 14 April –
Sunday 17 April**

Flights

Because of the amount of personal and confidential information involved it is not feasible for me to book flights. You book your own flight, the best time to book low cost airfares is one calendar month before departure.

Internal Travel – Options

Four days car hire – around £120.00 (small economy car). Coach transfers – estimate £20.00 per person.

Three nights' accommodation

about £200 for twin/double room in a business hotel:

- Scandic Swania, Trollhättan
- Hotell Bele, Trollhättan
- Fist Hotel Kung Oscar, Trollhättan
- Trollhättan Hotel, Trollhättan
- Quality Hotel, Vänersborg

About £25 per person per night in a camping cabin or 'vandrarhem' (youth hostel):

- STF Vandrarhem, Gula Villen

Activities: could include:

- Saab Factory tour
- Saab Car Museum visit
- 'Innovatum' Science Centre, Trollhättan
- Guided walking tour of the waterfall/lock area – visit to canal museum, and 'Olidan' hydro electric generator – one of the oldest working industrial buildings in Sweden (Trollhättan)
- The Royal Hunt Museum – Halleberg/Hunneberg 'Elk Hills' and 'Elk Safari'
- Evening visit to Go-Kart Centre; evening visit to a pancake house
- Shopping in Trollhättan, Vänersborg or Överby
- World Heritage Site – Tanum (Rock carvings etc) house of the sea (Lysekil)

- 'Aeroseum' – Säve flygplats (Air Museum – Gothenburg City Airport)
- Gothenburg Maritime Museum
- Volvo Cars Visitor Centre/Volvo Car Museum (Torslanda, Gothenburg)
- Alvsborgs Castle
- Jönköping (Match Museum, Husqvarna) or Borås (Fire Brigade Museums)

It's now over to you – but please do not leave it to the last minute. So I am placing a deadline of 28 February 2011 on Members expressing interest and needing consultation or help with bookings.

To register your interest or for more information, contact:

Iain Hodcroft,
330 Manchester Road,
Tyldesley, Manchester, M29 8NN
Mobile: 07976 314012
international@saabclub.co.uk

WINTER WEEKEND

The Shakespeare 'Sonett' Friday 4 - Sunday 6 February 2011

By popular demand, the Winter Weekend is back. It will be held at the Stratford Manor Hotel, Stratford Upon Avon. Immersed in 21 acres of landscaped grounds yet just three miles from the centre of historic Stratford it is the perfect place to shrug off those winter blues and met up with friends old and new.

Despite its tranquil setting, the hotel is just five minutes away from the M40, connecting you to a number of interesting cultural attractions, including Stratford-upon-Avon, Warwick, Kenilworth, Royal Leamington Spa, The Heritage motor centre at Gaydon and the bustling market towns and quaint Cotswold stone villages. Additionally the indoor pool and fitness centre is available to all guests.

Our package for the weekend will include:

- Two nights Dinner, Bed & Breakfast
(Sunday night can be booked as an extra night if required)
- Packed lunch on Saturday
- Dedicated free secure parking area
- Private dining room on Saturday evening
- Wine included with Saturday dinner
- Leisure drive road book



The cost will be £105 per person based on two people sharing. To book please send us a deposit of £25 per head by 1 December and cheques should be made payable to The Saab Owners Club of GB Ltd. Final balances will be due in January 2011.

As there are limited spaces we would advise booking as soon as possible. Please forward to Hilary Philpott, Lamorna, 1, Oriel Way, Brackley, Northants, NN13 6DR.

For further information on Stratford please visit their website at www.stratford-upon-avon.co.uk

Should you require any additional information about the weekend please contact Hilary on 01280 705369 or by email at hilaryphilpott@tinyworld.co.uk

We look forward to seeing you there.

New SOC Group for the KENT AREA

A few of us are looking into starting a meet for fellow Saab enthusiasts. The last 'Driver' prompted a good response.

Please e-mail me if you would like to attend a meet
andrwidunne@aol.com

New SOC Group for the NORTH WALES AREA

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

If you are interested please
e-mail on: elfrida@talktalk.net
or telephone **Dave on 01352 756445**

New SOC Group for the BRISTOL & BATH AREA

A few of us are looking into starting a meet for fellow Saab enthusiasts. If you are interested please e-mail on: markbrown52@hotmail.com or telephone Mark on

0117 909 1993

Peaks & Dales Saturday 4 June 2011

New route to be confirmed.

For more information contact Richard Elliott

Tel: 01457 852944

DRIVING VOLUNTEERS WANTED IN KENT

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

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

For more information contact:

Sevenoaks Brighter Futures 01732 469000

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

Tunbridge Wells Dial 2 Drive Tel: 01892 530330

e-mail: dial2drive@vawk.org.uk

WHAT'S ON

Group contact details can be found on page 26.

Ellie wants your dates!

The Rolling Diary is proving hugely popular with Members, so please do support any activities in your area. Please fax any events to Ellie Wilson on 01527 403596 or e-mail: elli.wilson@virgin.net giving dates, times, locations and a contact name, number and e-mail plus, if required, a few words about the event. The deadline for 'WHAT'S ON' ONLY in the January 2011 issue is 19th November 2010.

PLEASE QUOTE YOUR MEMBERSHIP NUMBER ON ALL CORRESPONDENCE

NOVEMBER

Wednesday 3rd Cheshire and Staffordshire Saab

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

South West Saab on Tour

Get-together for a chat and a
drink at the Airfield Tavern,
Yeovil. 7.45pm-8.00pm until late.

Thursday 4th EASOC Saab

Club meeting at The Bunbury
Arms, Ixworth Road, Great Baiton,
Near Bury St Edmunds, IP31 2NX
at 7.30pm.

Monday 8th

Lancashire Saab

Club Night at Ring 'O' bells Pub,
Ring 'O' bells Lane, Lathom,
Ormskirk, L40 5TE. We meet on
the second Monday of each
month at 7.30pm –
www.lancashiresaabowners.co.uk

Wednesday 10th EBOR Saab

Extra Group Meeting. Keith Long
SOC Historian will be attending,
giving us a brief history of the
SOC and Saab Memorabilia.

Saturday 13th Beds Herts and Bucks

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

Thursday 18th Northants, South Leicester & Rutland Saab

Club meeting at the Sondes Arms,
Rockingham, LE16 8TG from
7.30pm. Contact: Steve
nslrSaab@yahoo.co.uk

Tuesday 23rd North West Saab

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

Wednesday 24th South Yorkshire Saab

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

Late November EBOR Saab

Group trip to
NEC Classic Car Show

DECEMBER

Wednesday 1st Cheshire and Staffordshire Saab

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

South West Saab

Get-together for a chat and a
drink at the Airfield Tavern,
Yeovil. 7.45pm-8.00pm until late.

Thursday 2nd

EASOC Saab

Club meeting at The Bunbury
Arms, Ixworth Road, Great
Baiton, Nr Bury St Edmunds, IP31
2NX at 7.30pm.

Tuesday 7th West Midlands & Warwickshire Saab

Club Meeting at The Stonebridge
Pub 7.30pm. Just 1 mile from
Birmingham Airport. Contact
wmsoc@yahoo.co.uk

Wednesday 8th EBOR Saab

Group Meeting

Saturday 11th South West Saab

An invite to all Saab Owners
(7.00pm TBC). We have booked
the restaurant at The Sparkford
Inn, Sparkford. Please visit our
website for more details or
phone Alex or Robin. Three
course meal is £15.00 per person
– www.southwestsaab.co.uk

Saturday 11th Beds Herts and Bucks

Meeting at the Green Man,
Eversholt. 1.00pm onwards.
Contact
Christian.sawers@googlemail.com

Monday 13th

Lancashire Saab

Club Night at Ring 'O' Bells Pub,
Ring 'O' Bells Lane, Lathom,
Ormskirk, L40 5TE. We meet on
the second Monday of each
month at 7.30pm –
www.lancashiresaabowners.co.uk

Tuesday 14th North West Saab

Christmas Buffet at Glossop Golf
Club. 7.30pm www.saab-nw.co.uk
or contact John 0161 9299155 or
Richard 01457 852944.

Wednesday 15th South Yorkshire Saab

Group Christmas buffet
member@saabinn.fsnet.co.uk

Thursday 16th Northants, South Leicester & Rutland Saab

Club Christmas meal at the
Sondes Arms, Rockingham, LE16
8TG at 7.00pm. Contact Steve
nslrSaab@yahoo.co.uk so
places can be booked. Cost
nearer the time, but around £20.

JANUARY 2011

Tuesday 4th West Midlands & Warwickshire Saab

Club Meeting at The Stonebridge
Pub 7.30pm. Just 1 mile from
Birmingham Airport. Contact
wmsoc@yahoo.co.uk

Thursday 20th Northants, South Leicester & Rutland Saab

Club meeting at the Sondes
Arms, Rockingham, LE16 8TG
from 7.30pm. Contact Steve on
nslrSaab@yahoo.co.uk

Tuesday 25th North West Saab

Annual Dinner www.saab-nw.co.uk

Wednesday 26th South Yorkshire Saab

AGM Meeting
member@saabinn.fsnet.co.uk

FEBRUARY 2011

Friday 4th-6th WINTER WEEKEND

The Shakespeare 'Sonett'
Details on Noticeboard page 20.
Contact Hilary Philpott.

Thursday 17th Northants, South Leicester and Rutland Saab Group

Meeting is at the Sondes Arms,
Rockingham, LE16 8TG from
7.30pm. Contact: Steve on
nslrSaab@yahoo.co.uk

MARCH 2011

Thursday 17th Northants, South Leicester and Rutland Saab Group

Meeting is at the Sondes Arms,
Rockingham, LE16 8TG from
7.30pm. Contact: Steve on
nslrSaab@yahoo.co.uk

APRIL 2011

Thursday 14th-17th INTERNATIONAL SAAB CLUB Swedish Visit

Details on Noticeboard page 20.
Contact Iain Hodcroft.

Thursday 21st Northants, South Leicester and Rutland Saab Group

Meeting is at the Sondes Arms,
Rockingham, LE16 8TG from
7.30pm. Contact: Steve on
nslrSaab@yahoo.co.uk

JUNE 2011

Saturday 4th-5th Peaks and Dales

Details on Noticeboard page 20.
For more information contact
Richard Elliott Tel: 01457 852944.

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Please note the groups highlighted have returned their attendance registers.

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Well here we are then, the end of another year (or nearly). 2010 has whizzed by like a Saab Aero at full pelt, we have had some great ups and let's not forget we have had some downs in the process, but here we all are looking forward to that unfortunate turkey, currently somewhere on a farm enjoying the countryside before we start making orders for Christmas! But, for now just grab a cuppa and enjoy the next few pages of this fantastic section (arguably the best). I just want to let you into a secret, the editors are forever complaining that I take up too much space in the 'Driver', maybe for the next edition, just to please them I will just do half a page, I think not! Least not without a fight, and a lot of shouting and screaming! Enjoy.

SOC National 2010

As promised in the last 'Driver' I said I would refer back to the SOC National, held in Bath in July 2010. The membership/visitor turnout was great, much better than I thought. All the traders and booters did a sterling job in providing elusive parts and just generally offering advice when required. There was many a fine car on display, some I had previously seen at other events, but a fair few had crept under the radar which I for one, had never seen before. For example there was Ettiene (from Belgium) with a C900 (approx 1982) with a roof lining not too dissimilar to the artwork found painted in the roof of the Sistine Chapel! I kid you not, the roof was amazing and a sight you had to witness with your own eyes, the picture opposite does not emphasise the detail, but hopefully you will get an idea of what I mean.

Then there was a truly time-warp car, which is now owned by Alex Rankin of South West Saabs; if ever there was a time I was envious, this is one of those times. Alex has done well in securing this purchase, and I hope he looks after it for a long time to come, as I have reserved a place for him at the Classic Motor Show at the NEC for 2011, yes it's that good!

Talking of time-warp though, I guess I can say Tony Grestock's 93b GT750 is a really old car and what a stunning car. I am only familiar with the car from the www.saabclub.co.uk website picture gallery, and was very pleased to have been able to see it in the flesh.

Here are a few words from an absolute Saab fan, 'Johnno', who you can find regularly patrolling the forums of www.uksaabs.co.uk – I believe he is a truck driver from Shrewsbury by day, but the rest of his time is spent doing anything and everything Saab. His car is the Black 9-5 pictured opposite. He has also personalised it to have daytime running lights, which I think I may well copy for my 9-3, but that will be a job for warmer times next year. Johnno kindly posted a few words on the website and, I think his kind words to Robin Morley, Alex Rankin and the rest of the team (or as he refers to them as Bods) who helped organise the SOC National 2010, just about sums up the day.

"Hiya Robin, a massive thank you and well done to Alex, your good self and the other SOC bods, what a great day.

"I had a blast, it was great chatting with you and I was glad I got to have a chinwag with Paul (9000 Parts) before he departs for Turkey. Was great meeting you matey and I hope all goes well for you and yours in the future.

"Had a couple of good chats with Mike Philpott, Al (Fliptop)



and Ellie, what a star that man is. The paddy he threw when his C900vert didn't win a prize was classic, oh, and on that note, many, many thanks to all who voted for my old shed, respect to you all and I hope I answered all your questions.

"I couldn't get over just how many people were interested in it, made me feel very good indeed so thank you all very much.

"Just how much of an idiot am I? A guy named Steve came over and was chatting with me for ages about the Club, my car and past Saab events. I had no idea I was talking with Swade, a very interesting man who did so much work towards the SOS – Save Saab Convoys – and I didn't know who he was till the end of the day! What a plank I am! I also spent much of the day with Les (Inspector Gadget), hope you got home OK matey. I did lose him for a while, he said something about going to look at the new 9-5 and off he went."

Cheers Johnno, I am so pleased that the day was enjoyable, even though I did not win the 'Vert' section, (I am sure it was fixed!). I am glad at least you picked up on my displeasure in losing, (incidentally I don't think I have ever won). Did you all pick up on the fact that the Judges/prize givers did not seem to even notice my noise? All the coughing and shouting I did just seemed to fall on deaf ears! Nonetheless the winner was more than worthy of winning, well done to you with your 9-5 Saloon, and also Phil Harris Bland with his 900 Convertible, and for that matter all the entrants, they were all a credit to their owners.

Just in case you were still not yet aware of who won what, here's the full list of the winners, and I think Derek Best at this point would like to thank everyone who took part in his now pretty famous Penny auction. Here's the list, but please pay special attention to the last winner's line below.

My comments are posted next to each winner. Oh yes, before I forget, the mystery box with over 800 items inside was bought by Dr Oswald Reid who has donated all the contents to his local charity.

- **92/93/Sonett**
GP866 Tony Grestock – 93 GT750 (gorgeous car).
- **95/96 Two-Stroke**
500 KNX Mike Thompson – Lovely red Bullnose 96 (will be at NEC Classic 2010).
- **V4**
JBT 11N Chris Wilcox – 96 Tango special (will be at NEC Classic Nov 2010 and it's Bright Orange!).
- **99/90**
ODO 301H Andy Boorman
1709cc 99 (another gorgeous car).
- **99 Turbo**
EWS 766W David Dallimore – there was only the one (top bloke and car).
- **C900**
XVS 180X Alex Rankin – gorgeous early 5 door turbo, stunning! (pictured).
- **9000**
E896 DVO David Williams – gold flat-front hatch (I once beat this couple in a driving test LOL, they still hold it against me) oh and yes it's a lovely car.
- **GM900/9-3**
S44B TO Rob Gray – 9-3 Viggen in Lightning Blue. (I am jealous of this guy, all his cars are stunning.)
- **9-3 Sport Series**
DR02 RBS Oswald Reid – 9-3 2.0T Aero with some serious Hirsch and Maptun mods – very nice car. (Featured in my last edition) I want his car.
- **9-5**
R905 VRB John Bufton – 98 9-5 Aero-alike with extra shiny and red bits. (Another top bloke and very shiny car.)
- **Convertible**
E3 PHB Phil Harris-Bland – C900 convertible (this is the bit where I was robbed!).

AROUND THE UK



Northants Group first meeting

A great big thank you should be shouted out to Paul of www.9000parts.co.uk for the provision of the car to be painted by the kids (and some big kids). Poor guy had to drive this car home, if anyone is looking out for a multi-coloured Saab why not give him a call, I think you will agree it's certainly a one-off.

As you might have gathered the weekend was brilliant, and I bet many of you are kicking yourselves saying 'I wish I was there'. Well don't spoil your tea with your teardrops, make a note for next year to come along, the venue and date should be published in the very next issue.

Bit of a 9-3 Hiccup!

I have always asked Members to let me know when a Saab Specialist/Dealer has satisfied your problem with your car. Well this time it's me who must pass on an excellent commendation to my local dealer Stratstone Saab, in Birmingham. The story goes as follows: while I was sitting at traffic lights in Luton, I heard this strange noise from the engine area, the car was driving fine and everything seemed absolutely OK. I decided to take the car to my local dealer for a check-up (bearing in mind I have never used Stratstone Saab before). I was really pleased at just how efficiently the car was booked in and the problem diagnosed and rectified – it must be my lucky year as they cleaned the car inside and out before calling me to say it was ready. I was also informed of the menu pricing they now offer, which is great for us Saab drivers as it gives us more choice and they will do their best to offer the best price and try to match our well-known specialists (which we will always support), it may be worthwhile giving your local dealer a call to see what they can do for you. But for me personally, I would like to thank Phill Day and Kevin Scattergood for their attentive service. The car is running noise free and I am one happy customer and you will definitely see my car in the future for a service or something.

While I am on the subject of Dealers/Specialists, Neo Brothers came up trumps for me when I requested an 'oddball' part for my 9-3. This item is usually found on the 9-3 models delivered to the USA but all it took was one call to Andy at Neo Brothers and he sourced the requested parts in less than 30 minutes and had the parts delivered in a couple of days, I can safely say well done for a brilliant service. I know I have used you in the past and the service was just brilliant, but it's fantastic to know you have maintained that efficiency and great service.

Northants Saab New Group

The first meeting of this Group took place on 16 September

2010. Firstly, I think congratulations are in order to Steve and Louise Rustage for taking the plunge. The decision to start a local Group was taken by Steve after noticing a lack of Saab activities in his locality. What then followed was a few e-mails, some telephone calls and finally a visit between myself and Steve. He then decided to take the bull by the horns and launch the Group.

The first meeting was attended by a pretty healthy turnout for the launch, and in true Saab supportive style Christian Sawers of Beds, Herts and Bucks Group also turned up to offer his support and advice in running the Group, which Steve duly took on board. This Group will be meeting monthly at the Sondes Arms, and they have the added bonus of a landlord who is a Moto X addict (group B), he was already aware of the Group meet and immediately joined in. He entertained us with the joys of driving the Moto X rallies and now his thoughts are turning to buying a Saab!

This Group will meet again next month and everyone will be most welcome, and as Christmas is fast approaching, bookings are being taken now by Steve for seats at the Group meal – contact Steve nslrSaab@yahoo.co.uk

On Behalf of Steve Rustage, thanks for turning up to our first meet, and hope to see you next month, we really are a friendly bunch and hope to see even more new visitors attend.

Coventry Run 2010

Sunday, 5 September saw over 1000 classic vehicles of all makes and models, I personally love seeing old motors on the road, and keeping motoring history alive, anyway back to the story.

On arriving at the Coventry Memorial Park, we were directed to the Saab Stand which was already well populated with 99s, 900s, a 9000 and a 'huddle' of 96V4s – is that the right term for a Group of 96s?

After a quick bacon butty and a cuppa, we had to attend the drivers' briefing. This is the boring bit where Mr Health and Safety states the obvious, but I think it's one of those legal requirements that we be informed of what to do and what not to do, so with briefing over it was time to start our engines. Off we went on an incident-free 65-mile tour of the West Midlands and Warwickshire. I must admit the first 30 minutes of the drive was in a small rain shower, but when the rain passed a lovely remainder of the event was enjoyed.

All the Saabs completed the event without fault or mishap, unfortunately the same cannot be said for some other inferior marques, some of which did not even manage to leave the park to



start the run. I won't mention the failed marques just in case we have Saab drivers reading this and who own one of these models.

On arriving back at the Park, I noticed the 'Stig' of *Top Gear* fame, watching the line of Saabs rolling back into the park. I duly gave him the 'nod' of acknowledgement and for those who don't know, the Stig is a man (well we think he is a man) of very few words, in fact he is a man of no words, just a series of head nods and the occasional thumbs up!

Well, as I was well versed in his lack of conversation, I asked him if he had ever driven a Saab, he gave me two yes's, two thumbs up and headed over to a Saab 96 V4. I then offered him a copy of the 'Driver' which I again got two thumbs up for. I guess this means he is really pleased! He then was totally immersed in the content of the 'Driver' magazine, (I bet he was on my pages!), he then sort of tilted his head to the left then back to the right and then opened both hands in a sort of requesting motion! I interpreted this to mean 'can I have this magazine', well you all know me, always driving the SOC forward, I said "of course you can", and with another nod and two thumbs up the Stig walked away. I think he may have been even laughing under that helmet, I wonder?

NEC Classic 2010

Don't forget the SOC will have a stand at the NEC on the 12-14 November and we would love to see you there. Reduced rates are available by quoting CLUBS10 for individual tickets at £15.00 and for family tickets quote CLUBF10 priced at £34.50 – please note this offer is available when purchasing from the website or by phone – 0871 230 1088 or www.necclassicmotorshow.com – please note the code must be typed in capitals as above. The cars on display will not disappoint you, the selection is truly stunning. Be sure to come over for a chat.

Saab Huy Belgium

Ettiene, our great friend from Belgium has organised a Saab weekend with a difference. The idea he had was to take over the town centre of Huy (Belgium), and make it a Saab only area for the weekend. A total of 10 cars set off from the UK, the majority of us using the Channel Tunnel, then a slow and relaxed drive through France and on into Belgium is planned, and that unfortunately is where this episode will end for now, as this edition of 'Driver' will already have gone to print. I will continue the story in the next edition.

'Driver' Magazine

This is for all to enjoy, and I thank you all for the feedback you have given me. I will flag up any complaint or compliment to the SOC Board at every opportunity. If you are not happy with something or want to see more of something please let us know, (that's applicable to all sections of the magazine). If you don't tell us we will assume that we are doing it right! – and carry on in the same way. However, we will continue to improve and grow as we go into 2011, and if you have anything you want to add to the content in 'Driver' please send it in. The events diary for 2011 is in dire need of your dates for any events you have in mind, it does not need to be a confirmed date, as we always suggest to check before travelling to any Group event.

And Finally

I started this section with every intention of just covering one page, but sadly again I have gone over my quota, nonetheless, I hope you have enjoyed it.

I probably won't get a chance to bore you with more of my babbling again this year (hurray I hear you shout), but I would like to wish you in advance a very happy festive season, and a great New Year.

Let's do it all again in 2011.

And definitely finally!

I have been going on about these new Polo Shirts for what seems like a lifetime, well here's a picture of one. If you would like to purchase one please get in touch with me and I will do all the arranging. At the moment they are available in black or white with the Turbo Logo. As you may recall in the last edition, our lovely Molly Kenchington will be handing over the shop to a new shopkeeper, I dare say we will know who in the next edition (see page 59 – Ed), and Molly, thanks for all your hard work and efforts for the past years, and please do keep in touch. The Polo shirts feature the Saab Turbo gauge and look great. They are available in all sizes.

Ellie

THE NEW SOC STICKERS

The new saabclub.co.uk windscreen stickers are now available free to Members. If you would like one please send a stamped, self-addressed envelope to Ellie and also please quote your Membership Number.



PARIS MOTOR SHOW 2010

This month's diary has seen a flurry of motoring activity with focus on Saab in particular. The highlight at the start of October is the Paris Motor Show, a chance to indulge in shiny motors from dawn 'til dusk, an opportunity to see manufacturers' views of our automotive future. This will be followed by a week's test drive of a brand new 9-5.



With the demise of the British Motor Show, we must turn abroad for the pomp and excitement associated with manufacturers' latest offerings. It's a little while since I have pounded the floors of a major show so I chose Paris for its high level of industry representation and promise of many 2011 model unveilings – plus I rather fancied a little French jaunt. The Paris show has long been viewed as one of, if not the most, significant motor shows on the planet. This year, the list of exciting cars is a long one.

Charles-de-Gaulle airport is just over an hour's flying time from Manchester but with taxis at each end and the inevitable queues at the airports, the day starts early with a 4.30am alarm. By 10.30am local time, I am at the gates of Paris Expo in Porte de Versailles – paying a mere 12 Euros to enter.

The crowds are large, but the sheer size of the park soon swallows the people; the show comprises 10 warehouses, each crammed with stands. Knowing it is going to be a long day, I quickly hunt out an espresso coffee – first of many.

The first hall is huge, dominated by the big three French brands – Renault, Peugeot and Citroën, along with Renault's partner, Nissan. Other massive brands such as Ford and Mercedes-Benz are pushed to the sides – the Parisiens aren't going to allow anyone to forget where they are. All halls are hot with the colossal number of spotlights and big crowds.

Thankfully, most are separated by short walks in the open air (under gentle drizzle) to allow a little cooling.

It is clear this year that the manufacturers have one *raison d'être* – to make hybrid and electric technology attractive. There is a huge culture of sub-branding to support this – Ecoflex, BlueMotion and EfficientDynamics to name a few. It's also interesting to look at the colours of cars that manufacturers have chosen to bring – a great many in white, emphasising the cleanliness of new vehicles. Stands themselves also echo the clean, green theme with potted plants, climbers, leaves and in the case of Saab, ice.

Saab's stand includes a huge screen for its backdrop, showing – well, mainly elk. An enormous snow flake sits just left of centre and a Perspex pod to the right. This pod is filled with green leaves, the under-floor fans keeping them circulating in the manner of a windy autumn day. There is also a floor-level display case with various branded items from gloves to binoculars. I can't spot any reference to the new parent, Spyker.

The stand holds a representative range of cars, from the new 9-5 to the latest 9-3 with the 180 PS engine, emitting just 119 g/km CO₂. There is a convertible 9-3 and a 9-3X. Perhaps the most significant vehicle on show is the 9-3 ePower, Saab's first electric vehicle. This is the prototype for a fleet of 70 vehicles

which are due to be tested in Sweden during 2011 and 2012.

Apart from the 9-5s, all Saabs are in keeping with the show's trend – white. The cars are well spaced and there is a steady stream of interested visitors – great for Saab, more challenging for good photographs! The staff were friendly and while there is no brochureware on stand, my e-mail address is taken with a promise that details will be sent.

Outside the hall is a Saab tent next to a row of shiny Saabs, available for (gentle) test drives around the park amongst the visitors. Knowing I shall be behind the wheel of one in the UK in a couple of days, I choose not to take this up. Time for another coffee and a crêpe instead.

So what is the future going to bring? Saab is one of many exhibitors showing cars actually plugged-in to pseudo mains outlets. It's clear you'll be able to buy a car in the near future which will need charging in the same way as your mobile 'phone each night before going to bed. Underpinning this, there is also significant representation from the secondary tier of industry which is needed to support these next steps – batteries, electric cabling, charging stations, etc. And diluted down a little, many of the concept vehicles will appear on our roads during the next five years. The world won't switch to electric vehicles over night, but they will start to form a solid percentage of sales.

Other highlights at the show include an exhibition, 'The Incredible Collection' where 10 manufacturers each brought a handful of vehicles to demonstrate their company's 'patrimony and DNA'. There is outdoor karting, dancing, music, an electric vehicle test track and a pavilion dedicated to new fuels.

It is now 7.00pm and after walking many miles round the show, it is time to look for the hotel, freshen up and find a little bistro for dinner. It is also a good point to take stock of the day – the automotive highlights, the dancing ladies and the downright preposterous. The most bonkers interior must be that of the Toyota FT-EVII which resembles something between Lego and a bicycle. The best entertainment is certainly by Seat, whose dancers in spheres on bendy poles kept many amused for quite some time. My bravery award goes to Lotus for replacing its whole product range in one go; this seems risky but the new cars are absolutely stunning.

It's an interesting time for Saab too. Its range is essentially that which it was left by GM, but there's an optimism in the air; it is the start of something new, with the latest 9-5 being released only a month ahead of the Paris show and trials of the 9-3 ePower imminent.

Back in the UK, I have just spotted the 9-5 being delivered. I look forward to writing about it in a forthcoming issue.

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EXCLUSIVE EMS AT THE NEW 9-5 LAUNCH

EMS was asked by Steve Sharp Sales Manager of Beechwood Saab of Derby, if there was any chance that we could provide four or five classic cars to go on display in their showroom at the launch of the new 9-5.



Several phone calls later we had a line-up consisting of Steve Trigg's 96 Bullnose Two-Stroke, Glenn Ellis' V4 Sonett III, Neil and Jenny Ryder's 96 V4 and Nick Richardson's 99. All seemed under control till a phone call from Nick saying that he was in hospital following a very nasty motorbike accident in Derbyshire. Nick is back home now so we send you our good wishes and hope you will feel better soon.

Nearer the time Glenn was in a spin because the Sonett needed an MOT and also the insurance documents were taking longer than necessary to put in an appearance.

On the day, all systems were go and Neil, Jenny, Glenn joined Steve and I at 4.30pm to convoy to Derby in style, ready for their cars' starring roles. At Beechwood the three cars were positioned in the window with a lovingly restored 900 T16 owned by a customer. We left them finishing their preparations to go and have something to eat.

On our arrival back we found that it was all happening. There was a Commissionaire to greet us on a red carpet and we were plied with the champagne and canapés (good job we had not gone overboard with our meal).

We met up with other EMS Members Dave Rowbottom (our Chair) and his dad, Dave and Anne Waldron, all today in their official capacity as customers, and Wes Moore from Nottingham Saab also turned up a little later.

The best was yet to come as Erik Carlsson had been invited to launch the new 9-5 which is the first all-new model to be launched since Saab came under the ownership of Spyker. It was wonderful to see Erik looking so well and everyone was really pleased to see him.

Before the official part of the proceedings Erik agreed to be photographed with the guests; with their cars and their owners and even signing his autograph using car bonnets as a desk.



Eventually the launch got underway and Erik unveiled the new 9-5 to great applause. He said a few words and there was a potted film history of his rallying exploits narrated by Tony Mason. As a surprise for Erik later he was asked to unveil another car.

His rallying exploits throughout the 1960s helped put Saab on the map and to celebrate the 50th Anniversary of Erik's hat-trick of wins in the RAC Rally in 1960, 1961 and 1962, the manufacturer has commissioned a limited edition car, the Saab 9-3 Carlsson Anniversary. Only 96 will be made in acknowledgement of Erik's achievements in driving a Saab 96 Rally car in the 1960s.

The evening included a catwalk fashion show by several local fashion shops which proved a great hit with the ladies. There was also live music, but the musician playing 1960s songs was positioned so far away at the back of the showroom that it definitely was background music!

The lady 'driving' the new 9-5 was really impressed and

encouraged Anne to sit in with her, 'Just to get the feel of it' she told David! (*Are we thinking of selling the BMW Z3 then Anne?* Ed).

EMS Members never seemed to be very far from the food and the champagne, but to be fair, it was only because the refreshments were behind their classic cars.

Later there was more interest in the classic cars, everyone wanting to photograph them, stroke them, talk about them and sit in them reliving old times. Neil, Glenn, Steve and Ben, the owner of the 900 T16, were kept busy talking about their cars and answering questions.

Many of those attending were reliving times they owned one or even all of the classic cars on show. Some of them even wishing they have never got rid of their old cars.

Many thanks to Mike Wood, Steve Sharpe and the rest of their team at Beechwood Saab, Derby for a memorable evening.

Steve and Frances Trigg



MR SAAB VISITS

We found ourselves standing at the airport awaiting an extraordinary guest. On his arrival Erik Carlsson received a friendly welcome from his Polish fans. He was grabbed immediately for his first interview.

On Friday morning a car transporter arrived in Mosina from Podkarpacie with Jacek's cars. Leszek and his wife arrived from Austria, Krzysztof greeted them.

Erik met up with Marek and Leszek and Andre Ruckenbauer, the president of the Austrian Saab Club who came from Vienna. Erik then met up with Robert Rowinski. Familiar faces for Erik, he also caught up with old friends, Erik and Darek Kaminski from Gdansk. Then it was Hubert Szymanskis turn to meet with Mr Saab next to his Sonett.

André Ruckenbauer and Ian Studley arrived from England. Ian's car had a long way to come to Wielkopolska (The Great Poland). We also had few different cars than Saab brands as guests – Tomek Oidak VWs (the owner standing near his car) and Wartburg.

The 'Two Eriks' meet: one in person in Mosina and the other on the photo in Trollhättan.

Magda Kasprzyk has known Erik only from phone calls and today they have met for the first time.

Let's go inside...

Looking at the photos on the Saab convention website I have noticed a photo where a gift from our Club was given to Erik. It was a book called Das Ennstal-Classic Buch I was thinking what can we give Erik and it came to me, that a book from the Austrian event he had taken part in would be the best gift. After talking it over with other friends, Andy and I realised that the only event Mr Saab took part in on the territory of the Alpine Republic was the Ennstal Classic. He took part in that rally a few times. During our conversation, Erik was talking about it in a very nice way and saying that it was the best organised old-timer rally he had ever taken part in. Since many years Erik's brother-in-law, Stirling Moss, has been a guest on this event. The book has a preface of Master Moss. It appeared that even he was one of the people that appeared in the text of that book. He hadn't received that book till now. Also, it was something new for Erik as there is a new edition out by Graham Robson – Saab 96 & V4 – the one we gave Erik to sign.



POLAND

**II Zjazd Zabytkowych
Saabów** Mosina, 22 - 23 maja 2010.





South West Saab visits **TROLLHÄTTAN**

It was only 2.00am when Mike Barnes picked me up from home on the morning of the 16 July. We were heading for Trollhättan to join in the celebration festival along with thousands of other Saab enthusiasts from around the world.

We arrived at Gothenburg City airport just after 10.30am and picked up our rental car; it was a Ford Mondeo Estate, which was more than big enough for us two. We tried to get a Saab but there were none in the fleet at the time, although later we were to find a certain Mike Philpott had managed to get a 9-5 Estate in White.

Our journey north was a very pleasant casual drive with more Saab sightings the nearer we got to Trollhättan. We saw our first new 9-5 about five miles outside the city.

First port of call would be the ANA spare parts buildings where the first face we saw was Swade from Tasmania. It was full of so many bargains from all Saab models. Big boots and vans were the order of the day and we saw Neo's loading lots of goodies into their distinctive liveried van. Saabs from all over Europe were there to see. We spent a fair time there and as we were flying only came away with a book and some badges.

Next stop was the museum. This turned out to be a great place for meeting people as one by one our friends from around the world would appear and say hello. Erik Carlsson was there enjoying himself and signing lots of books, etc.

Our very own Graeme Lambert was there waiting for his new 9-5 to arrive which we would get to test drive later in the day. Most of the Philpotts, Etienne from Belgium, Jeff from France, Tim from Sweden to name but a few were there enjoying the Saab Festival.

Next was a quick trip to ANA, the main Saab dealer in town to take a look at the new Saabs in close up with the doors open. It was whilst we were there that Graeme turned up in a new 9-5 and offered us a test drive. I'll confess to jumping in

the driver's seat before the question was finished. And with my chauffeur's hat on I headed into the countryside. The 9-5 was far better than I had ever dreamed, a real pleasure to drive, smooth responsive and very comfortable.

It was indeed Saab heaven, with almost every Saab model there to look at. Later that night we had a great pizza organised by a couple of locals, then it was off to the Swania for drinks and a chat. It turned out to be a great evening with people from all the countries you could think of, including Canada, USA, Australia, Russia, most of Europe and many more. Luckily for Mike and I, everybody spoke English.

The next day was a bit of a wet start which was OK with us as we had booked a trip around the factory but first we went to the museum, again to meet up with some others who would be on our tour.

When we arrived in the factory's car park there was a model of Saab I had not seen before and that was the Saab 600, a model very unloved but still a Saab, as it wore the badge. For me that now means there is only one model that I have not seen and that is the 9-2x.

The tour was fantastic and although the factory was quiet and not working, you were able to imagine the hustle and bustle of a working day.

The rain had stopped when we got out so it was back to the museum to check out the cars on display, most being judged for the beauty competition taking place. The results would be announced at the big dinner party later that night. And what a



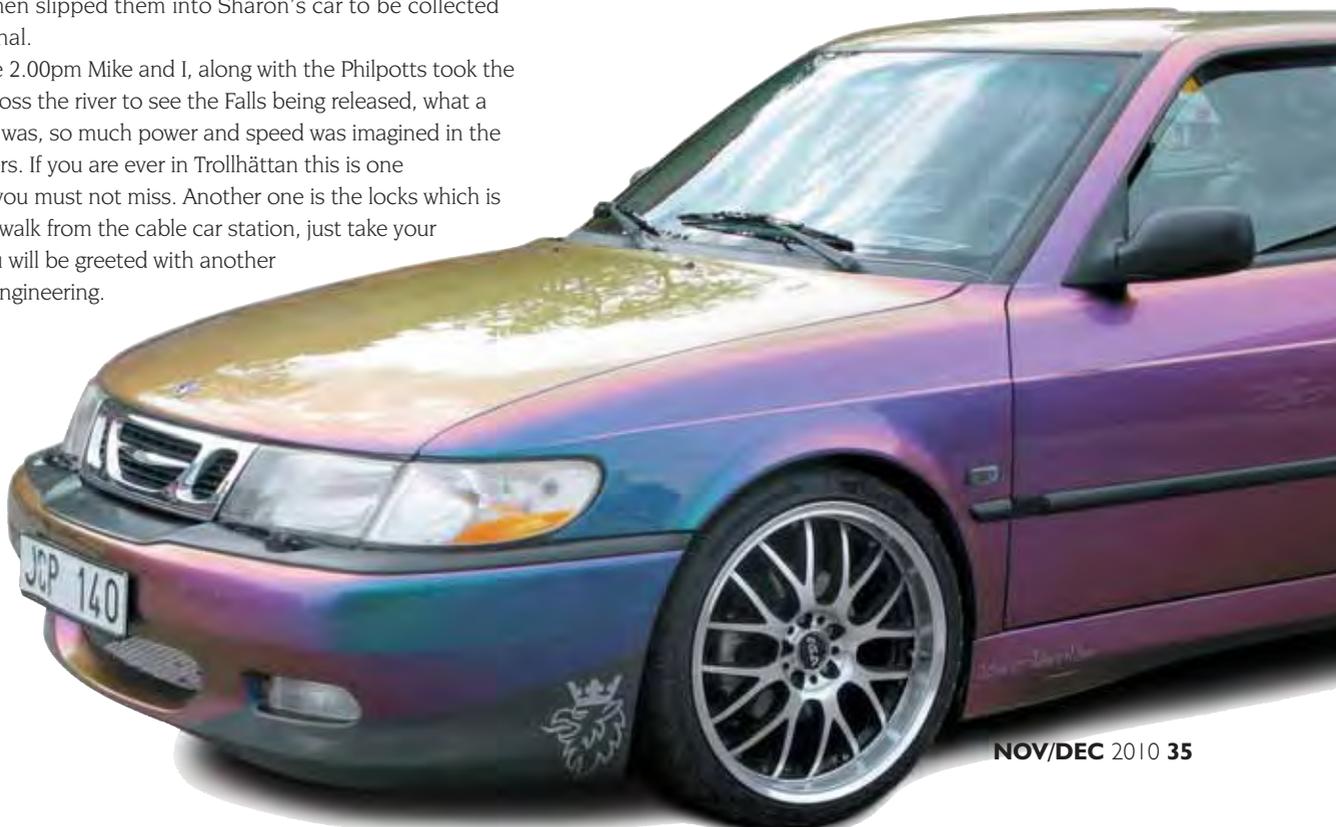
great party it was, so much going on and such great food. A big thanks go to the organising team for a fantastic effort. We sat amongst French, Belgians, Swedes and Danes, such a great international event.

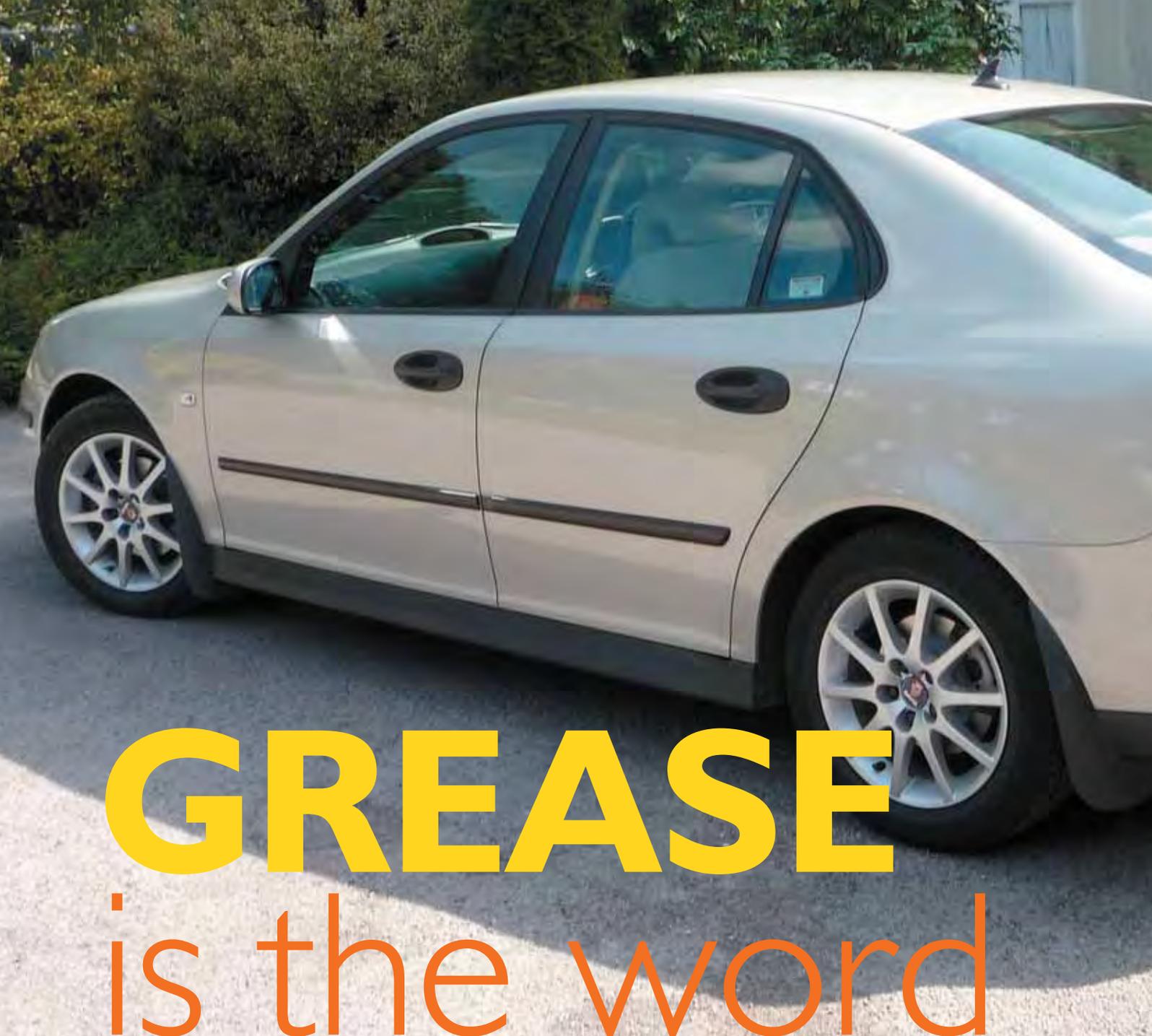
After a few hours' sleep we were up again and heading for the auto jumble which was taking place next to the museum and there was an English family selling T-shirts and stickers, yes the Foxleys were there in their 99 Turbo. So many different items were on sale. I had to think of the weight, so I purchased only a few things then slipped them into Sharon's car to be collected at the National.

Just before 2.00pm Mike and I, along with the Philpotts took the cable car across the river to see the Falls being released, what a great sight it was, so much power and speed was imagined in the passing waters. If you are ever in Trollhättan this is one spectacular you must not miss. Another one is the locks which is a 20-minute walk from the cable car station, just take your time and you will be greeted with another bit of great engineering.

Well our time in Sweden was slowly coming to an end and we both said it was over far too quickly. We said our goodbyes to everybody although many said, 'see you at the national' and left Trollhättan until next time. But on the way home we did encounter another Saab that both Mike and I had not seen before, a Saab 91 on a stick. The Swedes love to put their old airplanes on display for all to see.

Robin and Mike
SouthWestSaab





GREASE

is the word

I rather enjoy washing cars – or, at least, my own. It's a good way of keeping a close eye on bodywork blemishes and stone chips. It's even therapeutic – a good way of relaxing from life's other stresses. I have rarely taken any of my Saabs through a car wash. I don't trust them 100% (perhaps with good reason; my son recently inflicted £750-worth of damage on his Passat CC through not being precisely aligned with the rotating brushes). My 9-3 also had a leak through the rear offside door (that's another story, and not an inherent problem on the car itself) so car washes were generally avoided.

Last summer, on one occasion, I hand-washed the car. I even avoided the use of the hose pipe, having then just gone on to metered water supply. To my surprise, I subsequently began to hear all sorts of rattles from the door apertures. The car was four and a half years old, and had been remarkably clear of the rattles which had accompanied many previous years of Saab ownership. Time to resort to an old trick, taught to me 30+ years ago by a Saab mechanic (AR & GC Natrass of Mapperley – remember them?).

At that time, I owned my first Saab, a 99. The doors tended to

rattle and the mechanic recommended an occasional wipe over the door seals with Boots' cheapest hand cream. That always worked well. Indeed, the trick became a regular feature during my subsequent ownership of sundry other 99s, two 900s and two 9000s. The only exception was on one of the 9000s (a 1991 model) which, as some of you will remember, had door seals made of a composite brush. Hand cream was useless, but a Beechdale mechanic recommended that I use saddle soap. I had that 9000 for seven years, so used a lot of saddle soap in that time.

My subsequent 9-5 (of blessed memory) was delightfully free of all rattles throughout the seven years that I owned it. Saddle soap and hand cream became things of the distant past. When we moved house, the soap was thrown away. Then, along came the 9-3 Sports Saloon – my first new Saab. Again, and even more so, it was free of all those rattles. Ever-increasing torsional stiffness, and consequent absence of scuttle shake was the probable reason.

So when, last summer, the rattles started again, I was quite affronted. Modern Saabs aren't supposed to rattle! Why would a simple thing like a hand wash trigger them? The wise words of



Geoff Natrass's mechanic came flooding back. The old tube of hand cream had long disappeared, so a new tube was bought from the local branch of Boots. The rattles duly went, but not for long. When they returned, I used the hand cream again, this time getting right into the complex guttering system of each seal. It was a short-term fix, unfortunately. I was left scratching my head and having to put up with increasingly worst rattles, aggravated by poor road surfaces and winter's potholes. I entertained increasingly bad thoughts about the car. Was its torsional stiffness not as good as I thought? Unlikely. Was there a suspension problem? No; I had a full check at the last service. Was it self-inflicted? Possibly. I am in the habit of using fascia wipes and used them for wiping scuff marks off the door seals. So, was the active ingredient in these wipes removing some essential natural oils from the rubber? An interesting theory, if unconvincing.

I began to wonder whether there was some sort of proprietary product but decided to speak to the service staff at Reading Saab. Rattly doors were not usually a problem on 9-3s, and it was unlikely that the proprietary wipes had dissolved the natural oils of the rubber seals. But Saab have a product. Over

the telephone, it sounded like 'Gleitsmo' – which seemed Swedish enough to me. So, I ordered some. None of your 99p Boots Hand Cream, however. This would be £15+. I awaited delivery of a very large bottle, in a suitable dispenser.

Eventually it arrived, all £28.73 worth of it. An uncompromising little tube, accompanied by a sheet of paper in 25 languages telling me to see the relevant service literature. It's not called 'Gleitsmo'. It's called 'Fett'. That's grease to you and me. I was not entirely convinced, and further put off by the words 'GM' in the top left-hand corner. Unscrewing the cap revealed a brownish-yellow gunge, reminiscent of the contents of a 45-year-old tin of Duckhams grease that I still use a relic of the days when I had to replenish grease nipples on aged Mini vans.

Well, having spent that money, the least that I could do was to use the stuff. It was relatively easy and, being warm on the day that I chose, the grease was easily workable – which is crucial given the complexities of the seals. I did worry that residues on the seals could be transferred to clothing, but the rubber absorbed the grease. All that was necessary was to ensure that grease was kept off any adjoining surfaces and the upholstery.

Has it worked? I have to say that I was sceptical, so awaited the acid test of driving somewhere. And you will know that, had it not worked, I would not have written this article. Yes, it has worked. The car feels civilised again and the rattles are gone. Time will tell for how long, of course, but at least I have something that effects a cure.

So, if you have rattly doors on your Saab, and have given up on hand cream or saddle soap, help is at hand in the shape of this handy tube of grease, or, as the invoice would have it, S100000007497332 N/STK 061822/LUBRICANT.

Barry Neville

PS I was not sure how effective the special grease would be over the longer term. Indeed, the door rattles did return after a while, but a second treatment of the grease has silenced them all – hopefully for good, but I do at least now have the means to deal with them again.

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Message from Richard Vigouroux-Henday

I received the following message from Richard, to follow on from Alan Lawley's comments in the last issue. Richard wrote:

"Good to hear Alan Lawley is still about in your current piece, I have one comment – the really big difference between the 67 & the 68s was the engine block, the former were what is known as open face – the individual cylinder bores sat separate to the outer casting when you took the cylinder heads off – whereas the later one is conventional. I would not quite rely on my memory but I am pretty sure the 67s were painted black and the 68s were the blue ones!

"While I had got to about 100 bhp from the early type any further serious work was thought unwise, for instance the separate high compression seal ring head gaskets for 93mm bore would not have worked satisfactorily.

"Like Alan I had decided it had to be a V4 for rallying, partly because even with the 87bhp mods in the 2T sport it was just impossible to get good enough placings to get an early seeding on forest events, which in the early days made no concessions to engine capacity.

"On the gearbox issues I remember we were combing the scrap yards for 2T 4 speeders so we could use the steel case in preference to the plain alloy one. My favourite box was spec 2 built into one of these with the 7x 36 cwp. This gave about 10mph more than the standard works spec box at the 6,000 rpm max, which was vital in East Anglia and on long straight forest roads like the Clipstone complex otherwise you were stuck with a maximum speed not much over 90mph.

"Flat out it would do 110 on the clock but that did not mean much and I well remember getting passed by Roger Clark on the back straight at Rufforth as though I was standing still! At least I knew it was inevitable, the whole Ford works service team were out changing his diff for a higher ratio just for this one blast when we pulled into the stage start area.

"Regarding the V4 pre production cars, it is not generally known that at least one was built with the narrow 'V' Lancia engine from the Fulvia.

"I have always thought this sounds very tempting, and for someone with the time and the inclination it would be an interesting car to recreate. This unit could have come complete with a gearbox all ready to slot in to the Saab shell, but the Fulvias were beautifully built cars and I guess the cost of this power units would have been far more than the outdated run of the mill Ford lump we got.

"A pity, as it would have given a car that was more capable of marketable development than the Ford, as the later 1600 Fulvias demonstrated, and which after all was one of the cars in the hands of

Munari and Kallstrom that were the principal opposition to the rally 96 in it's later competition days, evil handling though they were, unless you kept your boot in. I once saw 'Sputnik' come through a quite sharp bend in Greystoke full chat on two wheels at about 40 degrees because he just did not dare lift off!"

As always, thanks for sharing your experiences with us, Richard.

Further information from Simon Shaw

I asked Simon to send me some more details of the car he registered a while back, and I am pleased to be able to share this with you now:

"I bought the car on Ebay in 2007 from the previous owner in North London who had the car since 1997. It was an impulse, unseen purchase but for £570 I guessed it couldn't be too bad and worth a chance, after all, it was taxed and MOT'd! After negotiating the London traffic I headed back to Portsmouth.

"Over the next few months the car was used occasionally and kept roadworthy, mainly because I had no garage at the time and the car had to remain parked on the street. The only time I broke down was due to a fuel pump.

"The car needed the balance shaft bearings replacing and after lots of problems with used replacement engines the opportunity came up to buy a reconditioned Vege unit which is now in the car. May 2009 I bought a Weber 32/36 carb and modified the throttle linkage. I was really just trying to maintain the car on the road but last summer I also moved to a house with a garage, which meant I could begin to 'restore' the car.

"I knew that there was not too much rust but I wanted to cut out as much as possible and weld in new metal. The panels were removed and sprayed separately before refitting. The front wings were replaced with earlier ones and the white wing beading was for a VW beetle but looks good against the Indian Yellow. The front grille has been changed for the earlier round light including new crystal headlights made for classic minis. The large spots were bought at Beaulieu Autojumble – (apparently they were on a Land Rover in the film Sahara – they were fully of sand!).

"I've added a set of Spax shocks, Jetex exhaust, the Weber is now on a 2bbl manifold and I've modified washer bottle away from the exhaust. There are various other bits and pieces which have been done along the way, but too many to mention.

"The plans for the future are firstly an MOT, followed by the



interior re-trim. Although the exterior is rally styled I don't plan to take it rallying and remove the seats, etc. I am planning to have it re-trimmed in orange and white vinyl and probably black carpet.

Many thanks for the information, Simon, the car looks great!

Woody's Troll

I was delighted to receive a mail from John Wood to confirm that his 18-year (plus!?) restoration of his works-spec rally car is now on the road. John wrote:

"Well it is on the road now having passed an MOT on Wednesday. It is now taxed historic, thanks to your letter that you gave me in 2007, but the Nottingham VLRO have issued a new Registration Number for it – CTV 521K. Thought you would want to update your records.

"Having spent money on a new front plate, I have had to get a pair of new ones, the rear one will have to be trimmed so it sits on the boot, as SAAB intended

Well done John! I know this has been a true labour of love and the end result is just brilliant to see. Now all I need is to blag a ride in it with you some time...

More on V4 Heater Valves

Our Kiwi friend, Richard Sutherland-Smith, has been in touch with the following information:

"I recently had the collapse of my 1972 V4 heater valve, so I bypassed it and just kept the heater shut off when the weather was hot. I researched the valve, which is a Ranco valve made in the USA. I found it is/was original equipment in a number of cars including AMC, Chrysler, Desoto, Fiat, Ford, GM, Hudson, IHC, Packard, Saab, Studebaker and Volvo. Although they seem to use the same valve, the inlet and outlet pipes all seem to be different; one can buy a Volvo one and rotate the pipes.

"Using my Saab owning son in the US to do some research, he found a repair kit available, which consists of the rubber seal, the bit that rots, and an instruction sheet. I found that my Lotus Elite 1976 uses the same valve, so I have two to repair now!

"Good to see so many Saabs at the recent Haynes Swedish Car Day, there are not many over here in NZ."

Thanks for the information Richard, and keep the Saab flag flying for us on the other side of the world! Thanks also to Derek Darnell for the following information:

"Heater Valves – you asked for suggestions (July/Aug 'Driver') for replacement/alternative valves. Mine too is in need of replacing – it's seized slightly open, lovely in winter but leads to really hot feet in summer!

"A bit of idle web-surfing the other day revealed that the Swedish Saab Club have these available as new/reproduction items for both

63-64 and 65-80 models – a bit too rich for my money at 1550 SKR and 1400 SKR respectively (about £140/£127), but someone may be interested (not sure what the P&P rates would be to UK).

"See www.websitefolder.net/saabklubben/Start.asp?pass= then select 'Instrument, värmesystem mm' (while there is a Union Jack icon suggesting English pages, but it doesn't seem to work)."

Derek also commented on the V4 line up at the Swedish Day:

"It's probably a bit 'old news' now, but I've been surprised to see no mention of the impromptu line-up of V4s at the Swedish Day at Haynes in May. I counted 14 95s/96s in various colours (Verona Green seemed most popular) and that didn't include a couple left in the main rally field whose owners we couldn't find. Perhaps I don't get to enough rallies, but I don't remember EVER seeing as many in one place in this country!"

It's certainly been a while since I saw as many as that in one place, Derek, but as I wasn't at the event I wasn't aware of the line-up. Thanks very much for sharing the photos – they are great!

V4 Spares Availability

A number of parts have become incredibly hard to source in recent years, even some basic service items like brake discs etc. I am pleased to announce that Steve Broadhead from Malbrad has been working with Richard Simpson to identify the sorts of items that are needed and to get new sources for these.

Steve has a lot of parts now available, including:

- all brake components (discs, pads, calipers, handbrake cables, adjusters etc)
- driveshaft and CV boots
- diaphragm clutches (to Richard's specification, and more reliable than previous versions)
- wheel bearings and seals
- quality ball joints and track rod ends
- rear axle bushes, damper and wishbone bushes in rubber and poly
- slave and master cylinder seal kits
- new slave cylinders
- door window seals

Other items that could become available subject to demand include rear gearbox mount bushes, re-built steering column and gear linkage universal joints, and possibly even door mirrors.

I think it's really great news that someone has taken the time to get stuck in and find sources for these parts, or even have them re-manufactured. Please see the Malbrad advert in 'Driver' and get in touch with Steve if there is anything you need. It's really important that we support the guys who put in this sort of effort on our behalf.

Have a great Christmas and end to 2010, all the best to you and your families for 2011.

Cheers! Al



RARE & SPECIAL MODELS

The most common surviving 99s may be those from the early 1980s, but over the last two months a common theme of register activity has been the rarer models.

For Sale

I've been told of a number of cars looking for good homes recently, all relatively unusual. First I had an e-mail about a 99 Combi Coupé for sale in London (pictured above). These hardly ever turn up these days, and when they do they are usually well used. This one has been in the same family since new, has 42,000 miles on the clock, and although it has been re-sprayed maroon instead of the original orange, is probably about as good an unrestored example as you'll find these days.

I've also heard of a one-owner 1970 1709cc model for sale, and a lowish mileage 90. If you are interested in any of these please let me know.

From The National

After meeting at the National, Ann Taylor sent some more information about her Red 99. She writes:

"We met you at the recent Saab National Day at Bath



Racecourse. Please find attached photos of Red Saab 99 with black vinyl roof. One photo shows the sun roof open. We've also copied the invitation my uncle received to view the new Saab 900i – such a shame the year wasn't included on the invite.

"My uncle attended a launch of the Saab 900i at the end of March



1984 at his local Saab dealer, Gordon Lamb in Sheffield. The two-door, Red Saab 99 with a black vinyl roof was in the showroom alongside the new Saab 900i and he immediately preferred the Red 99. My uncle purchased the Red Saab 99 and it was registered in early April 1984. We admired the car whenever we went to see my uncle and I purchased this low mileage car from the estate in May 1992. Over the years it has worked hard for us for daily commuting, driving us from Oxford to Yorkshire and Newcastle and taking us on continental holidays as far afield as Italy and the south of France. It has been garaged for half its life. It hasn't been involved in a family wedding but is quite at home amongst university students younger than itself, faithfully ferrying our two children to and from medical schools along with duvet, computer, luggage and relevant student.

"My Saab has travelled over 140,000 miles, is now over 26 years old and has been in the family since new (two careful owners). We have the original receipt and most of the MOT certificates. I regularly see another Saab 99 around Oxford, which coincidentally is serviced at the same garage. My Saab drove us very easily to Bath recently although it went into retirement last September. Richard enjoyed driving in the gymkhana at the National Day. We have just acquired a garage to house the Red Saab."

It's interesting that this 99 had a vinyl roof and sunroof from new. I always assumed that people fitted these later. Glad to hear that you've found a garage – red cars do fade more than most when left outside, as I know all too well with my Maroon 90. Fortunately original Saab paint polishes up really well with cutting compound, as I demonstrated to Paul Jarman when he popped in with his Yellow 99 (see 'Driver' May/June 2008) yesterday. Saab paint is tough, but with winter approaching it's not a bad time to give the car a polish to give it some extra protection.

Stuart

New Registrations

There's just one new registration this month, but it's a special one. Nick Enright sent details of his 1976 99EMS which looks to be in superb condition, with just 87,000 miles on the clock and full history.

Introduced in 1972, the year Saab also introduced heated seats, the EMS (Electronic-Manual-Special) was Saab's top performance model until the introduction of the Turbo in 1977. As well as pioneering the two litre engine and electronic fuel injection, which boosted power to 110bhp, it had a number of special features, including a quick steering rack, special alloy wheels and front spoiler, and special trim including tinted windows, sportier seats and steering wheel and metallic paint. With mechanical fuel injection power later rose to 118bhp. In rally trim with a special 16valve head it had 220bhp and won the Boucles de Spa rally in 1976, driven by Stig Blomqvist. The 99EMS was finally withdrawn for 1979, but the EMS name reappeared on the 900.



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It's been very quiet these past few months regarding any correspondence, so I can only presume that you're all out there enjoying your cars, we certainly have, to the point of just about running out of our mileage allocation with the insurance.

Water Injection

I had a chat with Rob Gray about this, he has a system left over from one of his previous cars and was wondering whether or not to fit it. I personally think that it's a good safety measure that saves you the cost of using Super Unleaded fuel. It certainly helps to keep inlet temperatures at a reasonable level, even if you are only running standard boost pressure, although having also fitted a 900 Intercooler I've still retained the WI. I've just reduced the flow rate from 175ml to 140ml, and the engine appears very happy on that.

Water Cooled Turbos

I fitted one to our three-door car a few years ago, but I found the plumbing a bit of a pain. The feed from the thermostat housing is easy, I just pinched the bits from a scrap 900 Turbo. However, the return feed caused a few problems, I eventually bought a hose adaptor that fitted into the top hose where it exits the radiator. On 'Luther', our two-door never-ending project car, I have simply drilled a hole in the end tank of the radiator and soldered a 3/8th hydraulic hose fitting in, total cost £2.00. It seems to work very well as there is a good flow of hot coolant soon after start-up.

Winter Prep

Those of you who put your cars off the road for winter (and that includes us) should always change the engine oil and filter before tucking it up in bed for hibernation. This helps to stop any internal

corrosion caused by combustion gases and condensation. If there are any jobs that have reared their heads during the summer, that you have put off until it's off the road, then don't forget to do them (been there, done that).

Re-built Engine for Sale

A professional engine builder and tuner who I know, has a 99 turbo engine and box for sale. The gearbox is a standard 99T four-speed that is untouched and is believed to be OK. The engine however has been re-built with new oversized forged pistons (original spec). If anyone is interested then get in touch and I will forward your details.

What a Difference a Year Makes

Last year (9 August to be precise) Julian Davies took his 99T to Wigan for the Three Sisters Sprint. There were loads of problems with excessive heat (does that really happen in the UK!) but he finished nonetheless. Fast forward 13 months to September this year and what a difference. He would have been better off entering 'The Marine Lake Power Boat Championship'. As we all know Saabs have a habit of shall we say 'stepping up to the plate' when conditions are at their worst, this was exactly what Julian and his car did, third Fastest Overall. I bet you never dreamed of that moment during all those nights working on the car.

As I mentioned in the last issue, if anyone is interested in having their car featured in any magazine articles, then please get in touch so I have a list to call upon when asked.

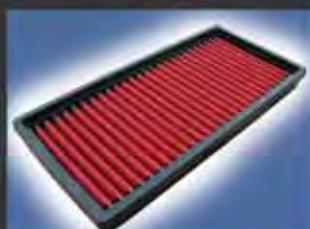
On a side note, since this will be the Christmas issue, I'd like to take the opportunity to wish all out there in Turboland 'Seasons Greetings' and don't neglect your P&J.

Chris

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IS A 9000 A REAL SAAB?

This is a question that I am finding difficult to answer. When I joined the Saab Owners Club about five years ago, I naturally assumed that the Club catered for all pre-GM Saabs. Since then, though, I have noticed that the coverage of the 9000 is less than enthusiastic. It is treated as if it were a GM car. This is my eighth Saab; we started off with a 99 Combi Coupe, then c900EMS, a 1988 9000CSE, a c900 together with a c900 Auto for senior management, another c900, a 1994 9000CSE and now a 1991 9000 Carlsson. Also I had the use of my son Richard's 9-3. So you will see that I have got to know Saabs pretty well over the last thirty years. Using Richard's 9-3 awoke me to the fact that the GM cars were not of the quality of pre-GM vehicles. When GM took over Saab they had to produce something quickly at a competitive price in order that Saab could stay in business, a fact that we are all grateful for.

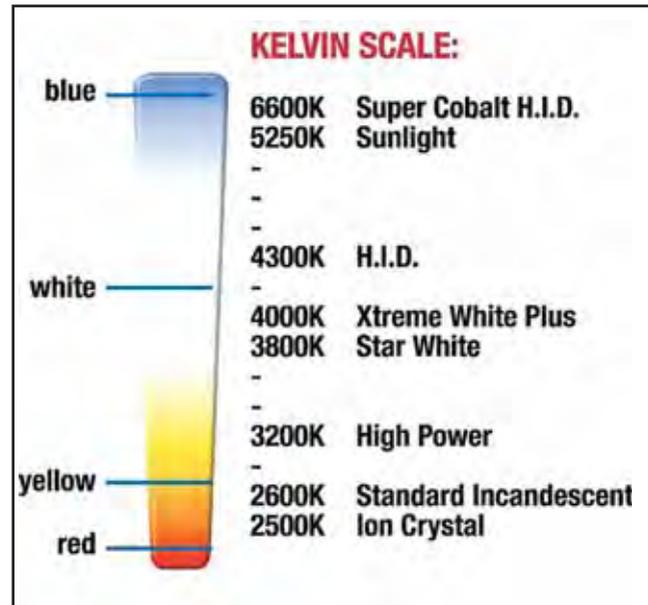
Now that the world is trying to come to terms with global warming the question arises as to what is the life expectancy of a motor vehicle. Way back in mid-August the Saturday motoring section of the *Daily Telegraph* ran an article on the environmental impact that is associated with automobile purchasing, running and disposing of said vehicles. Apparently 70% of a car's environmental impact comes from its usage, the other 30% is divided between manufacturing and end-of-life extraction of components.

When I bought my first Saab, the 99 Combi Coupe, I was slowly introduced to a vehicle that was built with quality in mind, together with a good driver/car interaction. This has disappeared in the last 30 years in all types of cars and it is only now that manufacturers are waking up to the fact that, due to improvements in manufacturing, most cars have double the lifespan that they had 30 to 40 years ago. Rust is not the big problem that it used to be, tolerances in manufacturing have meant that engines and gearboxes cover much greater mileages than they used to, comfort and safety have been vastly improved. So, why can we not make cars last longer by improving the design and after manufacture service? What I mean by the latter is, exchange engines, gearboxes, etc. Many years ago there was a very healthy business in rebuilt drivetrain components, where are these companies now?

Now to my 'new' car. The Carlsson has been 'suffering' over the last few years from not being properly extended. Gradually the performance has improved and the auto box is working better. Now when the load pedal is buried into the carpet three things happen: 1) the gearbox changes down; 2) the boost gauge touches the red, and 3) it don't arf go! As with a car of this age, it does have its share of fair wear and tear. The first problem was that there were no instrument lights working, they are really needed to stop me getting any more points on my licence. This was traced to the common 9000 fault which is the ignition switch, not cheap at £60. The next happening was that the wastegate linkage fell apart, all because it is held together by a mild steel (rusting steel) pin. Mine has now been replaced by stainless steel. I was pleasantly surprised by the performance of a normally aspirated 2.3 engine. A few days ago the low coolant warning label was illuminated, oh dear the radiator has a small leak. I am in the process of bodging a repair for the following reason. Bea is disabled, so for holidays we use a caravan and the driver manual states that if a caravan is towed then a separate oil cooler is required 'consult your local Saab dealer'. I did £700 – yes SEVEN HUNDRED POUNDS – is the price for a small radiator, two pipes and a bit of bracketry. Needless to say, I did not make a purchase. As I am a time served engineer I decide to use my 'ingenuity'! Lying around in the garage is a spare engine oil cooler, so all I have to do is make some brackets and buy some pipes. Prior to the leak problem I was going to fit a different auto-box cooler because the present one is incorporated in the engine coolant radiator, so if one leaks into the other YUK! We have not missed the lack of ACC, because the sunshine roof is quite good. We might miss it more in the colder weather when the car mists up!

Part of the enjoyment of owning a classic car is the searching out and replacing worn out parts that are no longer manufactured. A case in point is the exhaust system. At the moment there is a leak over the rear axle, a company making bespoke stainless steel systems has been found, this will mean that a twin outlet rear silencer will be fitted as per original factory fitting.

John



LIGHTING THE WAY

Hello and welcome to another edition of 'Driver'. As the winter is approaching fast, my attention to the car has changed to safety rather than aesthetics. The usual checks have all been done, battery condition, antifreeze, etc. I have even started to put together an emergency box consisting of blanket, chocolate, tea bags, water, gas burner and spare gas plus a kettle. Just in case we have blizzard conditions again.

But what about seeing where we are going? Most of us are going to be travelling to and from work in the dark now and especially in rural parts of the country, where street lighting is thin on the ground yet the roads very fast and being near the coast, they get foggy and the rain very heavy.

So, time for a headlight bulb upgrade. For me there was only one choice. PIAA performance headlamps. I have had them in previous cars before and have competed in the Welsh Forestry Rally Championship with a car using PIAA bulbs in headlamps and spot lamps and was very impressed with the results.

The bulbs in question are from PIAA UK Xtreme White Plus and are a direct replacement for the OE items and are E-marked so are completely road legal. The sales literature from PIAA states that they have a similar light output to HID lights so should be pretty good.

It's all very well and good carrying out these sorts of tests in the workshop and in a dark car park, but they don't really prove anything when you need the extra light whilst motoring down some quiet B road. So that's what I did. Around Dorchester there are some great lanes for testing various components on the car, especially headlights at night. Dark, narrow, bumpy and twisty. So with camera equipment, measuring tape and reflective marker boards packed in the car (not forgetting the mug of tea) a suitable location was found.

The test was really just to determine how effective the standard bulbs were and how far the light would reach and how much light

they put out both for distance and width. Also just how much detail was picked out from the different bulbs. For me, someone who enjoys the performance side of driving the car, having detail of the road and my surroundings gives me as much feedback visually as the car does through the steering wheel.

The increase of light the bulbs throw out is a huge improvement and performed exactly as the team from PIAA said they would. The marker boards are visible much further away than the standard bulbs and the beam pattern is wider too. With the standard bulbs still fitted and the height adjustment set to zero, measurements were taken for width of beam, the short cut-off that is just in front of the vehicle, the furthest distance that the board is clearly visible on dipped beam and then also on main beam.

The test was then repeated with the PIAA Xtreme White bulbs fitted and the measurements taken again.

With an increase of 38% in peripheral vision on dipped alone and a massive 70% increase on main beam, these PIAA bulbs really are worth every penny. Even the packaging is very impressive. But ultimately it's the performance that counts and they certainly perform.

The detail picked out is incredible, even loose chippings can be seen and the detail of the nearside hedgerow and small grass bank really stands out making spotting hazards in the side of the road much easier. Having also covered quite a few miles at night in the dry and rain with these new bulbs fitted, I found that my eyes are less stressed and tired.

If your bulbs need replacing or you need a better performing bulb, look no further than the PIAA Xtreme White bulbs. They are designed and built to cope with the harsh environments in motorsport so are more than capable of offering long service in a road car. Without doubt, well worth the money for the upgrade.

Ian Powell

BUYING A GOOD USED 9-3 SPORT What to look for, mechanically



Used models are now very popular and there are many available at sensible prices. For this article we will concentrate on 9-3s around four years old, so this will include the Sports Wagon variant, four door Saloon, 1.8i, 1.8 and 2.0t, 2.2TiD, 1.9TiD and the 2.8V6.

Power train

1.8 inj – drives satisfactorily for those who are not bothered about performance, drawback low resale value and needs a cambelt change every 36,000 miles, comes with five speed manual transmission.

1.8t, 2.0t – probably the nicest drive, smooth progressive delivery of power in all variants, top version Aero model and all available with five- or six-speed manual and automatic. No major common faults. Cam chain engine – no evidence of sludging and sump blockage, does have some issues with balance shaft chains but can be repaired with engine in situ.

2.2TiD – probably the most reliable unit fitted in Saab and GM vehicles. Unsophisticated and maybe a bit on the noisy side, but loads of low rev pulling power. No major issues except sticking EGR valves which can sometimes be successfully cleaned and a tendency for spurious check engine light warnings to occur. Turbo intercooler hoses are common failures so may be an idea to change on cars with 100,000 miles plus.

Chain drive – 16v overhead cam so no cam belts to worry about,

available with five speed manual (six speed not an option) and automatic. This unit is fitted in the old 9-3 and 9-5 also.

1.9 120 8 valve, 1.9 150 16 valve TiD – quiet smooth delivery of power, not as much low rev torque as the 2.2 but much more refined. There are lots around now with more than 150k covered and they are very common, although there are several major problems and they may at first sight appear to have reliability issues, however this is partly due to the fact that nine out of every 10 cars is a 1.9!

Issues: water pumps can fail so change with cam belt at 72,000 miles, don't wait till 90,000 miles as stated in service book for later cars, if any doubt change both including all pulleys and tensioners.

EGR valves frequently give trouble, again if in doubt change it, they are fairly cheap at £110 plus VAT for 16v, 8v is cheaper.

Inlet manifolds can clog, seize and cause uneven running, sometimes can be cleaned, but may need replacing.

Alternators: later cars have Bosch fitted, earlier models Denso, frequent failures but price now reduced on genuine new alternator £194 retail plus VAT.

Particle filter can block on 16v if car used for short journeys, can cause vehicle not to run. 8v not fitted so may be better option if low mileage user.

Dual mass flywheel can fail, evident by rattle when pressing and releasing clutch.



Overall the 1.9 in both versions is good and economical to drive so it's the overall winner, that's why it has sold so well, unfortunately all manufacturers have had more reliability issues with their diesel units due to the complexity of the emission control devices fitted but don't let it put you off buying one, just make sure as usual it's been well serviced and documented.

Available with automatic and it's slightly more economical than the 2.2 partly due to a six-speed manual transmission option.

2.8V6 – not many around to compile any data, only common problem is cracked coolant expansion tank, not a major cost item, retail price £26 plus VAT.

You should expect that repair costs on this model will be considerable compared with a four-cylinder if anything does go wrong.

Other faults that affect all variants:

- Stiff gear change six-speed, can be easily corrected by drilling a hole in gearshift housing and lubricating.
- Interior damage, driver's seat wear, ACC and radio head unit buttons which are not available separately as spare parts – outer black coating comes off, looks untidy.
- Front springs often break – all models.

Hope the above information is helpful.

Richard Elliott

This article has been submitted by Richard Elliott for this issue – I will be back in the driving seat for the 9-3 SS Register in 2011. Have a great Christmas and happy New Year.

Simon Parker

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9-5 REGISTER



John Brookes Membership No 020035D-II writes:

"I currently run a 2000 9-5 Griffin with LPG conversion. As I work in London and drive to and from there every day, it was getting a bind paying Boris Johnson £8 a day for the privilege of getting stuck in traffic jams constantly. Hence my decision to buy a factory converted 2001 Astra to use for commuting. At this point the future of the Saab was measured in days, with eBay the likely starting point to get rid of her.

"I will admit, I was in two minds as she is such a comfortable car and the acceleration and the power when you put your foot down, that's the best feeling. But what's the point of only using her at the weekends?

"Anyway, I took a few pics and up she went on eBay – twice! To cut a long story short, she didn't make the reserve, plenty of watchers but no real bidding till the last 10 minutes.

"So fate has decreed that she stays in my ownership, what of the future you ask? Well, in a couple of days I'm putting her into a body shop to get most of the scratches

sorted and her next service will be a major one – that means I'll be hanging on to her, at least until I can see an entry for the model in the Practical Classics listings, currently they go up to a 9000 Aero/Carlsson (1992-1997) so any day now eh?"

LPG Conversions

Reading John's e-mail got me thinking about LPG conversions on cars, particularly with the cost of petrol and diesel as they are at the moment and the respective cost of LPG, which is about half the cost of the other fuels per litre. How does it work and is it worth doing. Firstly how does it work? Obviously a new tank has to be fitted in the car to hold the LPG, probably in the place of the spare wheel, which would then have to be put somewhere else. Two tanks are required, petrol and LPG.

How does it work?

Start on petrol, switch to LPG. When switching off return to petrol and switch off. That is basically the system, however one manufacturer, BRC puts it another way.

BRC Sequent controls all engine working phases, from idle to the most extreme tip-in and running conditions, keeping the original equipment strategies during normal working conditions and applying suitable improvements, if gas fuel needs them. This assures the higher compatibility with the original supply system, keeping practically unchanged the builder's engine control diagnostic, but allowing, however, an optimal working in the most special conditions too. System acts, in fact, in 'closed loop' thanks to the petrol ECU, correcting in real time the air/gas mixture title, according to the information coming



from the petrol injectors piloting made by the petrol ECU itself. The petrol ECU, therefore, will remain able to carry out the car-builder's strategies, based on the Lambda oxygen sensor, to maintain the right mixture title. The fuel quantity sent to each engine cylinder is controlled by electro-injectors in gaseous phase, that allow dosing gas and introducing it directly into each single intake manifold pipe, (close to the petrol injectors of original system) eliminating the backfire risk. So, task of the ECU is to evaluate the injection time signals coming from the petrol ECU and, by linking them with vehicle working conditions according to specific predefined mappings, calculate the injection times for gas injectors. The right stoichiometric ratio characterising the system, therefore, depends on both the extreme decision quickness of the digital system inside the gas ECU, and the reply quickness and precision that gas injectors can guarantee. Sequent Plug and Drive manages the petrol injectors' cut-off and emulation assuring the passage from a fuel to another in a soft way thanks to a sequential changeover (BRC patent). Function of re-changeover to petrol mode for end of gas exhaustion avoids discontinuity of the supplied torque in these conditions too, by advising user through the buzzer.

Is it worthwhile?

Some comments by Saab 9-5 owners who have had LPG fitted to their cars:

1. If you get the right system and the right installer you'll have a better drive than on petrol or diesel. Faults reported are down to the installer not tuning the system for the car or inherent faults in the car already – not LPG. LPG highlights engine running problems that you don't see on petrol and I discovered that my throttle body needed cleaning, vacuum hoses were tired and the inlet air pressure/temp sensor was not up to the job when on LPG. Faults were there on petrol but hardly noticeable. Cleaned and/or replaced and problems went away. Think of your wallet.
Think of the environment.
Think of your engine (my engine oil is still golden brown after 6,000 miles – not black).
Absolute must – conversion engineer

who knows what he is doing and how to tune a system to a turbo whether it be light pressure or high output (they can both be done successfully if the conversion engineer is any good).

2. My calculations say that the LPG option won't pay for itself until well into a third year, at around the 30 months point. At higher mileages it would look more attractive. I've calculated at a £1700 conversion cost. Local LPG averages 60p per litre. Petrol comes at around 115p on average. Mpg figures average 25mpg over a year.
I would have to take a gamble that the disparity between LPG and petrol will only increase over time, and that any conversion was satisfactory. Then there are the added costs of having an additional system serviced and maintained – although I can't see that being too much. It does all look a bit marginal to me.
3. However, the new regime on road tax is starting to bite and the 9-5 does come in at the higher end of CO₂ emissions (by kg). My 2.0 litre Estate (registered after 1 March 2001 but before 1 March 2006) comes in at Band F which is currently £190.00 per annum. Having the LPG conversion drops this by £10 per annum. That's based on a CO₂ output of 223g/km. The highest band (for cars registered after 1 March 2006) is Band G and that jumps up by another £10 per annum and is for an output of 225Kg or more. I would guess that your car is in band F.
From that I think you can see the trend. Higher CO₂ road tax gone up, middle of the road (excuse the pun) tax remains static, lower CO₂ tax gone down. So, I have a saving of £10 a year on road tax. My real saving though comes in with the difference in price of fuel. I am saving £100 on every one thousand miles. My conversion cost £1850 and so I covered the cost in 18,500 miles which I achieved in 18 months. I am retired but do travel quite a bit so 1000 miles a month has been normal during the first two years of retirement.
4. I too had the flashing CEL but took advice that LPG will show up niggles in

the car that won't be noticed on petrol. LPG is around 105 octane and the car needs to be on top tune to take advantage of this. To cut a long story short (and I'm good at long stories) cleaning the throttle body out (and giving a regular six monthly clean) cured the misfiring and flashing CEL. A flat spot, noticed on flooring the car was cured by renewing the inlet air temp/pressure sensor. This sensor lets the car work out what amount of oxygen is being supplied (not air mass but oxygen) and then allows the ECU to apply a correction value to the fuel being injected as needed for hard acceleration. The correction value is then stored in the ECU. Mine was giving low readings and so the mixture being supplied for hard acceleration was wrong and the problem was getting worse as the adaptive ECU kept saving the wrong value. 105 octane can give you some superb performance if the car is set up properly.

There are those who say the 9-5 will suffer valve seat recession. My converter said he was not aware of that – Ford yes, Saab no. I've done 30,000 miles on LPG and no problem so far. If worried about that you can always fit an automatic upper cylinder lubricant as my partner's Ford has had (Flashlube). Cheap and a DIY job.

As stated before I've checked my oil after 6,000 miles and it is still golden brown. Not as golden as when first put in but certainly not black like a petrol or diesel engine normally is. I am fairly happy that this engine will not suffer from sludge and I did have the sump dropped just after converting to make sure the oil system was clear – starting from a known good so to speak.

That is the case for LPG, however there are others who would argue that it is not worth it. Fuel consumption and power drop and engine problems increase. My view is that it is down to the type of system used and the competence of the installer. I will reserve judgement on this one.

Trevor Bayes

New Registrations

Roger Parkes Membership No 020763-6 registers his Saab 9-5 Arc Colour Black. He has promised some photographs later.



NEO BROTHERS TRACKDAY 2010

After the resounding success of Cadwell Park last year, Neo Brothers took it upon themselves to organise another track event for 2010. The original plan was to book Donington Park, with it having just undergone the update to be the new F1 track in the UK. Plans were made, but unfortunately, as those of you that follow motorsport will know, this was not going to happen. This left us in a very tricky position. We had the interest, we had the desire, but the year had rolled on and all the tracks in the UK did not have any dates left in their calendars!

Step up Circuit Days, a recognised TDO (track day organiser), to the rescue. They were able to offer us 30 slots for Mallory Park on 2 October, fantastic. The deal was made and the wheels put in motion.

Now, in previous years, these events have been popular, but have taken time to fill up. So, we took the decision to launch the party early on UK Saabs website. The post was put up at 7.00pm on the Friday night, and by 2.00pm we had filled all 30 places! By not very much longer we had over 10 people on the reserve list and more and more people on the phone seeing if there were any additional places that could be bought elsewhere!

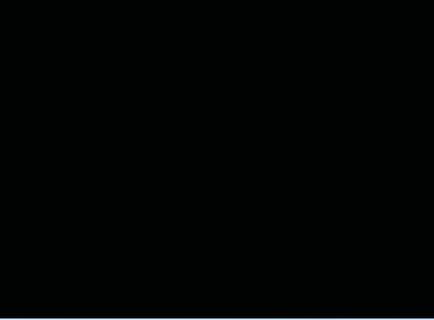
A quick phone call to Circuit Days and we managed to secure another 10 slots, but that was it, no more available. So, 40 places sold out in under two days for a Saab track day. Unprecedented. This certainly put the pressure on us to deliver!

Cadwell Park had been a great success, and we wanted to build on this. The main element lacking at Cadwell, we thought, was a social side. Sure, people socialised in their usual groups, but not really mingling generally. So, Neo Brothers put on a social BBQ on the Friday evening, a sort of meet and greet to get everyone together, make sure they were fed and watered, and prepared for the day ahead. Nick and Andy were true to their word and put on a fantastic Greek Style BBQ, with plenty

of food to go around. It was an opportunity for us to roll out our new hospitality rig to ensure everyone was dry and warm. The evening was a huge success, with appetites sorted the conversation turned to the main event.

The weather had been truly awful leading up to the event. Torrential rain, cold and miserable. It did not bode well for a great track day. However, as the saying goes, 'the sun shines on the righteous', and Saturday dawned clear and crisp, a little too crisp for those camping perhaps, but no one minded as there was not a rain cloud in sight. The dawn was greeted with the sound of Saabs firing up, demisting, and shaking the cobwebs out. Our co-participants had now arrived at the track (the usual collection of Subarus, Clios, Lotus'es etc), and I think they were a little perturbed by what they saw! Not half as perturbed as they would be later in the day when they realised what these Saab Turbo's could do, I am sure!

Circuit days provided us with a good drivers briefing, and the cars assembled on the pit lane for the sighting laps. Going out in two groups, behind a pace car to learn the circuit layout and the Marshalling Posts. It was a glorious sight, a procession of Saabs in the early morning mist. With both sighting sessions out of the way the gates were opened and people started on the track day in earnest. As a result of the morning dew, the



track was a little greasy to say the least. It caught a couple of the early birds out, but it did not take long for a racing line to appear, and no damage was done to any vehicle thankfully.

By lunch time the track had fully dried out, and the cars had laid down fresh rubber. With the temperature now approaching 20°C the track was getting even more grip. Cars were visibly gaining speed as drivers became more familiar with the circuit, and the circuit offered up more traction.

It is a wonderful sight, seeing all ages and models of Saabs thundering around a circuit unchecked by the speed restrictions on the road. The driving standard amongst the Saab drivers was of its usual high standard. The faster drivers giving the slower/less experienced drivers room, and the slower/less experienced drivers giving clear indication that they were aware of the cars behind them and giving them room and space to pass safely. One of the joys of open pit lane track days is that you have time, so if you are baulked for a couple of bends by a slower driver, it does not matter as you have plenty of time and are not constrained by sessioned events.

As some of you are aware, not only was this the first outing for the Hospitality Trailer of Neo Brothers, but also for the five track cars, two of which were brand new, with the other three being freshly rebuilt. How did they perform? In a word,

faultlessly. The 9-3 Sports were amazing, the suspension, braking and engine modifications working in perfect harmony. The OG 9-3 that is being used as a development platform for a new coil over suspension system worked exceptionally well, and the Grinnall always raises a smile (although it does suffer a little petrol starvation when the tank is below a quarter, due to the excessive cornering forces it can generate – baffles in the fuel tank for its next outing!). Tyre wise we had a great combination to test on the track. The 9-3 Sports had the full selection, with one on slicks, one on R888s and one on Neutons. The OG 9-3 was also on Neutons. The difference was around two seconds per lap, from the Neutons to the R888s. At the end of the day the wear was even on the Neuton's, allowing the cars all to drive home, even with each car covering way over 100 miles on track (this was the third track day that the OG 9-3 had done on Neutons and there was still over 3mm of tread on the front)!

We would like to extend our thanks to everyone that participated on the day, we hope you enjoyed it as much as we did. Our thanks also to Circuit Days for organising such a fantastic day, and of course to all the Marshalls and Staff at Mallory Park who offered us nothing but assistance and help during our stay there. I will let the photos tell the rest of the tale.

TOUR OF ULSTER RALLY

20-21 August 2010

Photos © Stephen Caldwell Photography



We didn't want to miss the Tour of Ulster: this year is the first time the HRCR Championship has rallied in Northern Ireland. Having met many Irish crews and supporters on the RAC, we knew we would have to be on the Ulster event when it was announced at the start of the year. There seems to be a particular appetite for rallying in Ireland. The Irish cars on the RAC always turn up in immaculate condition, but can be smashed to bits by the end of the first night's stages, so keen are the drivers.

I left London on Wednesday after work and it was midnight by the time I caught up with Andy, the navigator, in Daventry. To cut costs we were using his motor home as service van, tow car and accommodation. Andy, who had been at work from 7.00am, then put in the first of a pair of stamina drives getting us to Holyhead at 5.00am on Thursday morning (if we'd left early in the morning we'd have been caught in the Birmingham rush hour). The theory was we'd catch a good sleep before meeting the Malbrad service crew and catching the midday ferry. Sadly I took the first of a number of work calls at 8.30am so our beauty sleep was constantly interrupted by my and then Andy's offices.

The rest of the competitors had spent Thursday doing reconnaissance on the stages. Andy and I were both pressed for time and had decided to cut this important part of the event to shave a day off the time required. Scrutineering on the Friday morning went fine and we started a loop of three stages in the afternoon.

The Polar Bear was going brilliantly. Problems with steering,

overheating and the head gasket seemed a thing of the past as I callumpled around the stages. We weren't going as fast as we could and I only have myself to blame as we were anxious to get round in one piece. With the car going well I feel we're making progress.

A strange aspect of tarmac rallying on closed roads is trying to forget about the white lines in the centre of the road. After years of driving fast but allowing for oncoming traffic it's a very hard habit to unlearn. There's something extremely unnatural about coming out of blind corners on the wrong side of the road.

On the second to last stage we passed the navigator of one of the other cars holding up an OK board at the roadside, but giving us no indication of the blockage ahead. We came round the next bend to find his car stuck on the verge with its nose facing towards us on the stage. I braked hard but the surface was extremely muddy, the wheels locked up and we lost steering and brakes at the same time. It was a great relief that we managed to come to a stop, nose to nose, about eight inches in front of his



car. It's a shame we didn't have the camera on, the Escort driver's expression was a treat as he leapt out of the way.

His wasn't the only Escort having problems. At one point on Stage ten the route goes over a humped bridge and turns hard left with a hedge on the outside. When we arrived at the corner there was a perfectly Escort-shaped hole in the hedge about two feet off the ground, the car itself stuck about 200 metres further on in the field beyond.

Late in the rally we were approaching a 90 left corner at the end of a long straight. We were flat out in fourth gear and on the rev limiter, so travelling at 100 miles per hour. I backed off the speed over a couple of small jumps just before the corner. We were about 80 metres short of the corner and going about 80 miles per hour when I put my foot on the brake pedal to find we'd boiled the brake fluid and the car wasn't going to stop. Luckily there was an escape road straight ahead and we took that, tearing up the marshals' barriers and stopping some 80 metres past the turn. In different circumstances it would have been one hell of an impact.

The good news is we've actually finished a rally without a

string of repairs and got a result (second to last, of course). We even beat some other cars on stage times; and where in other rallies we have given away minutes to other cars in our class, on this occasion we were much nearer in contention and within seconds of our slower competitors. Greater confidence at speed and on braking will lob decent chunks of time off our performance. The old motorsport adage 'finishes breed confidence' perfectly sums up our rally.

Jim Valentine and Andy Harris
Team Jayhawk



3 SISTERS SPRINT

Wigan – Sunday, 9 August 2009



To continue the story...

I had previously competed here with the naturally aspirated Saab 99 EMS 8v rally car, a few years back. Indeed, managing to utilise the tight and twisty circuit, to collect both a first and second in class. So how would the 'new' 99 Turbo fare?

The current economic climate dictated that only two cars would be in the 'road going class', entries for the event were well down on previous years.

An early morning start, arriving at the circuit at 7.30am, apply the No.19, to the door squares, then into scrutineering, passing with no issues. The other car in our class, a rather swift looking 1990 Audi Quattro arrived, parking up next to us. A rather tall gentleman climbed out of the left-hand drive machine, none other than Phil Short (former co-driver to Hannu Mikkola etc, of the Group B rally car era, bidding us a 'good morning'. Four-wheel drive, turbocharged with over 300bhp, I think we may have a problem here?

So a few practice runs before the timed event started proper.

Two timed runs before lunch.

Saab	Audi
55.02	52.24
54.77	51.83

Then a bite to eat, a break for the marshals, on a very hot day.

Afternoon timed runs.

Saab	Audi
55.12	51.27
54.78	52.19
54.81	51.52
54.84	51.49

No drama then, apart from a single seater, going off into the wall, the ambulance crew being scrambled just as a precaution. Oh, and the 99 Turbo refusing to start for run four?

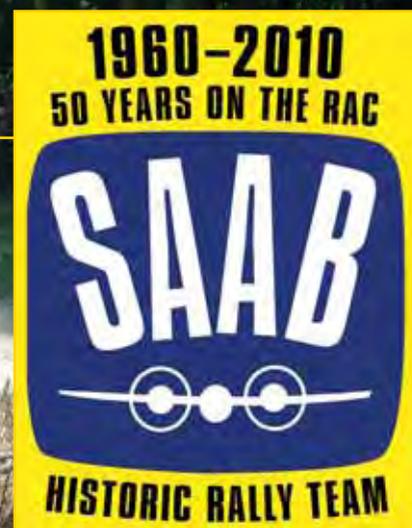
The very hot weather caused fuel evaporation, soon sorted by bridging the fuel pump relay and re-pressurising the fuel system. A brave performance, by a turbocharged Saab 99, with 180bhp on a standard gearbox, front-wheel drive, against the Audi Quattro, ten years more advanced, with nearly double the power. Phil Short even shook hands.

A fantastic day, yet again supported by the Saab Owners Club, thank you.

Julian Davies

Photos © Paul Griffiths Galleries





SAAB HISTORIC RALLY TEAM Spectator & Supporter Special

Thanks very much to everyone for supporting our team in the build up to this year's RAC. It's great to see such enthusiasm. We hope you will continue to be involved by spectating and supporting us on the event itself from 26 to 29 November.

The Saab Historic Rally Team celebrates the 50th Anniversary of the first of Erik Carlsson and Stuart Turner's hat-trick of Saab Victories on the RAC in 1960: the year special stages were introduced. They were not just in at the birth of stage rallying; they both went on to dominate the sport, Erik as a driver and Stuart as a team manager for BMC and Ford.

We are delighted that Erik and Stuart will be speaking at a launch event at Eden Camp at 2.30pm on Friday, 26 November, close to the RAC start. Eden Camp (see below for details) is housed within the grounds of an original World War Two prisoner of war camp. It was developed into a museum by local businessman Stan Johnson to stand as a tribute to all people, civilian and military, who endured hardship throughout World War II. It boasts an interesting range of military vehicles and would be worth a visit in its own right.

On Friday night Erik and Stuart will flag the competing cars away for a demonstration stage at Pickering show ground before the cars go up into the woods in nearby Dalby Forest. The Dalby stage includes a floodlit spectator stage in an abandoned wood yard. It's also an impressive sight watching the cars come back in for a short service at Pickering before they return to Dalby for the second run of the night.

The highlight of Saturday will be spectating on Oliver's Mount, where you can see all the cars through four times. (You don't often see rally cars racing against each other on a circuit). There are four hairpins worth spectating at: Mere at the bottom of the hill is the most demanding for the drivers and dramatic for the spectators as nearly everyone arrives there too fast. Don't overlook spectating on the other hairpins further up the hill Memorial Corner, Mount and Mountside: the cars are slow on these corners, often sideways or at extreme steering angles and always photograph well.

If you are chasing the rally then accommodation over in Carlisle for Saturday and Sunday night makes sense, as after Saturday morning the event moves north and the rest of the event is centred on Carlisle Racecourse. Carlisle Truckstop (see below for details) is offering a deal on basic accommodation if you ring up and speak to Lynda and say you're part of the Saab Historic Rally Team, it's cheap and cheerful: four walls, bed, very hot water, a cafe and a bar.

On Sunday the rally goes up into Scotland, the Ae stage is in glorious countryside forests and the service park at Heathall usually gives the competitors a chance to catch up with spectators. There is a demonstration stage with a water splash just behind the service park.

The organisers recommend spectator points, these are usually chosen for ease of access and offer a good vantage point, but they do charge for their use. The spectator charges go to help pay for the event so are worth supporting. There are all sorts of spectator packages on the RAC website at www.rogeralbertclarkrally.org – but the best value is for the full event access and you get complimentary woolly hats. The site has lots of information on the event, outline maps of the stage locations and on spectating. However, do remember rally timing is never to be relied on, incidents or bad accidents can hold the whole field up for hours.

Kielder on Monday usually sees a number of spectacular accidents on the later stages and there is a ceremonial finish at Carlisle town centre on Monday lunchtime. There is an awards ceremony at Carlisle racecourse on Monday afternoon, which, although not strictly a public event, is open to all.

It would be great to have your support on the event. Do come and say hello at the service areas and if you are spectating on the stages you'll need some funny hats or a big Saab flag to get a wave from the competitors passing, two spectators last year were dressed in gorilla suits with large plastic bananas...

The RAC is the best rally in the UK for Historics, it has a superb atmosphere, I think this year's event is going to be fantastic and look forward to meeting you there.

Jim Valentine

FURTHER INFORMATION

www.rogeralbertclarkrally.org – for the RAC event.
Eden Camp is located near Malton off the A169/A64 Junction south of the rally start at the Yorkshire Showground, the postcode is YO17 6RT
www.edencamp.co.uk

Carlisle Truck stop Kingstown Trading Estate, Carlisle, CA3 0JR, 01228 534 192, just off Junction 44 of M6



Fifty years on, Erik Carlsson and Stuart Turner at the RAC in Piccadilly, still fighting over the cup.

Erik and Stuart will be speaking about their time on the RAC in 1960 at the team launch event, at Eden Camp, 2.30pm on Friday, 26 November 2010.



THE PROVISIONAL ROUTE IS

		Miles	1st Car Due
Friday, 26th November			
Start	Pickering Showground		18.30
SS1	Showground 1	0.5	18.35
SS2	Dalby 1	8.9	19.10
Service	Pickering Showground		19.40
SS3	Showground 2	0.5	20.19
SS4	Dalby 2	8.9	20.55
Service	Pickering Showground		21.25
Saturday, 27th November			
Restart	Pickering Showground		08.30
SS5	Olivers Mount 1	4.1	09.15
SS6	Olivers Mount 2	4.1	09.40
SS7	Langdale 1	7.3	10.35
Service	Pickering Showground		11.15
SS8	Olivers Mount 3	4.1	12.35
SS9	Olivers Mount 4	4.1	13.00
SS10	Langdale 2	7.3	13.50
SS11	Hamsterley	6.0	16.40
SS12	Pundershaw	7.3	18.55
Service	Carlisle Racecourse		20.00
Sunday, 28th November			
Restart	Carlisle Racecourse		07.15
SS13	Ae 1	14.5	09.00
SS14	Twiglees 1	8.9	09.55
Service	Heathall		10.50
SS15	Heathall 1	0.7	11.15
SS16	Ae 2	14.5	13.14
Service	Heathall		14.10
SS17	Heathall 2	0.7	14.50
SS18	Twiglees 2	8.9	15.50
SS19	Newcastleton 1	12.0	17.10
Service	Carlisle Racecourse		18.00
SS20	Newcastleton 2	12.0	19.10
Service	Carlisle Racecourse		20.00
Monday, 29th November			
Restart	Carlisle Racecourse		07.00
SS21	Rookan 1	8.9	08.45
SS22	Highfield 1	8.9	09.10
Service	Kielder Water		09.40
SS23	Rookan 2	8.9	10.55
SS24	Highfield 2	8.9	11.20
Finish	Carlisle City Centre		13.30

IMPORTANT SAFETY MESSAGES FROM THE ORGANISERS

The organisers of the Roger Albert Clark Rally have tried to ensure that you will be able to reach your chosen spectator viewing area without walking on the special stage. If you decide to leave the stage prior to the last competitor, PLEASE ensure that you walk on the pathways or behind the tree line. All the competitors will be travelling at high speeds and spectators are strongly advised NOT to walk on the rally route.

- Children and infants should be accompanied by adults at all times who are responsible for their safety.
- All spectators are reminded that Motor Sport can be dangerous and despite us taking reasonable precautions, unavoidable accidents can happen. In respect of these, you are present at your own risk. We ask that you obey all instructions of safety marshals, spectator marshals and police officers in relation to your safety and that of others.
- Please be aware that some stages will take place in the dark. Bring a torch, wear something with reflective strips and do NOT walk to or from your vantage point by walking on the rally route. The atmosphere should be great – enjoy it safely.
- No dogs allowed on event – disabled assistance dogs only.

Spectator Code of Conduct

- Please be considerate to other spectators to ensure everyone can enjoy the event.
- Listen to the marshals – they are there to ensure the event runs within the safety guidelines prescribed by the FIA and the MSA, the governing body of UK Motor Sport.
- Marshals and officials have the right to work without being abused or threatened. Abusive, threatening or violent behaviour towards officials will not be tolerated and spectators will be evicted from the event.
- Please take your litter home with you or place it in the skips or black bags provided for this purpose.
- Do not light fires or BBQs. They can cause major fires with serious consequences.
- Much of the Rally takes place in areas containing significant agricultural, forestry and nature conservation interests. Please follow the Countryside Code at all times.
- Consider your own safety and that of others at all times.



SEATON CARNIVAL

It may not have the same prestige as the Classic Car Show at the NEC, or our own Swedish Car Day, but it does have advantages over its more famous compatriots.

The event is held at the sea front, during the local Carnival Week and at the peak of the tourist season. Holiday makers and locals alike, who would not drive anywhere to a car event, can wander happily through a line of interesting parked cars without any effort, and they do.

The number of display 'slots' is very limited so South West Saab decided to use a chronological theme. We displayed four cars: 1. Mike Barnes with his 96L; 2. Alex Rankin, 900i Cabriolet; 3. Mik Sansom, 900LPT 3-door Aero and hot off the line 4. a very shiny new 9-5, borrowed from Jerry at Astley-Saab of Yeovil by Robin Morley, well done and thanks to all. To show that we were a Group we had display flags at the extremes of the Group, a huge Saab banner at one end and the Saab logo and Swedish Flag at the other – no other participating organisation could compete! The 'walk through' numbers were extensive and one of the first was the new owner of a white 16T cabbi (the only other participating Saab) who wanted to join the Club – he was given a Saab 'Driver' and contact details and so it continued throughout the day. A number of possible members, both local and nationally, were given the membership information and we can only hope that they convert into Members. The 9-5 attracted a lot of attention, many people making favourable comments with some stating that they would now consider it a serious alternative to a BMW 5series.

The ability to show 'Saab future' as well as 'Saab past' also enabled the current Saab status to be explained – that Saab had not been taken over by the Indians or the Chinese, but that a Spyker Saab would now be able to stand on its own merits and face the future with confidence. All in all, a successful day, both for (potential) membership and on the PR front.

We will be back again next year, with hopefully a 99 and 9000 plus whatever is the latest Saab we can beg or borrow.

Mik – SouthWestSaab



CLUBSHOP

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

The Club Shop is changing...

Following Molly's decision to stand down from running the Club Shop, the Directors have taken the decision to make some changes to the way the shop is run. We are pleased to announce that from 1 November the operation of the shop will transfer to MotorMugs, a small specialist company run by Sharon Foxley, wife of our 99 Turbo Registrar Chris. There are a number of reasons for doing this:

Firstly, the shop has not been profitable for a few years, and while it provides a valuable service to our Members we felt that we could not afford to keep subsidising its operations.

Secondly, business models have changed in recent years and the old methods of ordering in bulk to resell later are costly and inefficient, it is better to supply according to customer orders and not to hold the stock. This approach would also enable much more flexibility in the number and variety of different products that the Club Shop could sell.

Thirdly, running the shop is a time-consuming activity and requires a lot of commitment from a volunteer. We felt that it was time to look at using a professional business model by choosing a partner to operate the shop on our behalf, such that the Club benefits financially, our Members benefit by more choice, and the partner benefits by increased business.

We selected MotorMugs because of Sharon's reputation, and the fact that she and Chris have actively supported the Club for over 25 years.

MotorMugs provides a one stop shop for personalised goods for all auto enthusiasts. They can provide varied items from coasters through to clothing using state of the art printing processes and modern embroidery techniques. Established in 1999 they currently supply organisations and clubs throughout the UK. The minimum order quantity is one, for any product.

So what does it mean for the Club, and for you, our Members?

1. The Club will receive a commission on all Club Shop goods sold by MotorMugs and have zero running costs. This will turn the shop from a significant net cost to a net profit overnight.
2. MotorMugs will continue to sell the existing Club Shop stock in return for a small share of the income.
3. The Club Shop will be able to offer a greater variety of products, including one-off 'custom' items that Members can order from Sharon according to their needs.
4. The Club Shop will be represented at all major Club events including the National rally.

We would like to take the opportunity to thank Molly for her hard work in maintaining the Club Shop for the last few years, and to welcome Sharon and MotorMugs as our partner for the new, reinvigorated Club Shop. We still have some small practical details to work out in relation to the online shop and other matters, so please bear with us while we get the new operation up and running. Please continue to support the Club Shop, to provide feedback on the quality and types of products you like, and enjoy your SOC merchandise!

Alistair Philpott

UNDER NEW MANAGEMENT

Sharon Foxley

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Code: 206

SOC
Code: 201



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Tip: leave this magazine open on the table on this page, you never know, even if you don't win, you might find a set under your tree this Christmas!

We have one set of Autostyle Car Mats to give away to one lucky reader. To enter, simply answer the question below and post, e-mail or fax back – please see the details below:

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Fax no: 0113 255 6887 e-mail: annes@mypec.co.uk

Entries close 1st December 2010. The winners will be the first correct entry drawn at random.

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C900 LPT 1991

Eucalyptus Green, 97,000 miles. Excellent condition. T&T. £850. Tel: 01288 361398. Mobile: 07974 874487 (Cornwall).

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Your Sales Executive is

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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.

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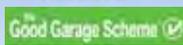
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