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# SAAB DRIVER

The Magazine of the Saab Owners Club of Great Britain Limited

## INSIDE

A LITTLE BIT OF SAAB SNOW HOW

ROBIN'S REVIEW – HE'S BACK!

RAC RALLY 2011



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# SAAB



# CONTENTS

- 6** STEERING WHEEL
- 8** SAAB NEWS  
A Little Bit of Saab Snow How
- 12** IN THE NEWS  
Motoring Tax is Highway Robbery
- 14** ROBIN'S REVIEW
- 16** CAR CLINIC
- 18** POSTBAG
- 19** EASOC BLAST TO SOUTHWOLD
- 20** NOTICEBOARD
- 21** WHAT'S ON
- 22** AROUND THE UK
- 28** DRIVER DOWN THE YEARS
- 30** REGISTERS
- 44** SOC TRAVEL CLUB
- 46** MOTORSPORT
- 49** CLUBSHOP
- 50** DEALERSHIPS
- 52** PRODUCT OFFER  
Win a two-night stay for two at  
The Feversham Arms Hotel
- 54** CLASSIFIED

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 Tel: 0113 255 6866 E-mail: info@mypec.co.uk Web: www.mypec.co.uk  
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## FOR CLUB MEMBERSHIP, RENEWALS, CHANGE OF ADDRESS, CLUB QUERIES

Contact the Membership Team on:

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

## POSTAL ADDRESS

PO Box 1063, Octagon House, Swavesey, Cambridge, CB24 4YR.

Club Insurance Schemes. Tel: 0800 298 4071

## IMPORTANT

Please quote your Membership Number on ALL correspondence

### CONTRIBUTIONS

Please send your contributions to:

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

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

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

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Kay Scott

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## CLUB VALUATION SCHEME

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

Ken Dover

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

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

## DIRECTORS

**CHAIRMAN** – Richard Elliott

Phone: 01457 852944  
The Quorls, 9 Wheatcroft,  
Hadfield, Glossop, SK13 2EN.  
[chairman@saabclub.co.uk](mailto:chairman@saabclub.co.uk)

**VICE CHAIRMAN** – Dave Garnett

Phone: 01706 368724  
Gorseley Field House,  
Birtle, Bury, BL9 6UD.  
[editor@saabclub.co.uk](mailto:editor@saabclub.co.uk)

**VICE CHAIRMAN** – Alistair Philpott

**Registers' Co-ordinator**  
Phone: 01845 587176  
The Granary, Manor Farm, Newsham  
Thirsk, North Yorkshire, YO7 4DJ.  
[registers@saabclub.co.uk](mailto:registers@saabclub.co.uk)

**COMPANY SECRETARY**

**Finance** – Keith Copperwheat  
Phone: 01692 535482  
Cobble End Cottage, Pennygate,  
Barton Turf, Norfolk NR12 8BG.  
[secretary@saabclub.co.uk](mailto:secretary@saabclub.co.uk)

**Motorsport Secretary** – David Barrow

Phone: 0151 510 0681  
27 Lilac Avenue, Widnes, Cheshire,  
WA8 6SX.  
[motorsport@saabclub.co.uk](mailto:motorsport@saabclub.co.uk)

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

Phone: 01527 403596  
43 Towbury Close,  
Oakenshaw South, Redditch,  
Worcestershire, B98 7YZ.  
[branches@saabclub.co.uk](mailto:branches@saabclub.co.uk)

**Saab Independent Dealer Liaison** – John Ransley

Phone: 0161 338 2423  
133 Stocks Lane,  
Stalybridge  
Cheshire, SK15 2NU.  
[saabspecialist-liaison@saabclub.co.uk](mailto:saabspecialist-liaison@saabclub.co.uk)

**Press and Publicity, Saab GB**

**and Dealer Liaison** – Robin Morley  
Phone: 07515 112120  
10 Arundel Road  
Yeovil, Somerset  
BA21 5JZ  
[press@saabclub.co.uk](mailto:press@saabclub.co.uk)

**Derek Best**

Phone: 01900 814317  
Longview, Central Road,  
Dearham, Maryport,  
Cumbria CA15 7ER.  
[derek@saabmail.co.uk](mailto:derek@saabmail.co.uk)

## NON DIRECTORS

**International Liaison** – Iain Hodcroft

Phone: 07976 314012  
330 Manchester Road,  
Tyldesley, M29 8NN.  
[international@saabclub.co.uk](mailto:international@saabclub.co.uk)

**Librarian/Historian** – Keith Long

Phone: 01226 385139  
10 Byrne Close, Barugh Green,  
Barnsley, South Yorks S75 1NS.  
[history@saabclub.co.uk](mailto:history@saabclub.co.uk)

**Valuer** – Ken Dover

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**Shopkeeper** – Sharon Foxley

Phone: 01824 750 639  
Tyn-y-Celyn, Derwen, Corwen,  
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[shop@saabclub.co.uk](mailto:shop@saabclub.co.uk)

# STEERING WHEEL



As my term in office as Chairman is drawing to a close, this is my last Steering Wheel. I can't believe how quickly the last three years have passed me by, since I took over the role from Peter Turner.

I would like to thank everyone who has supported me and the Club over the last three challenging years, we have seen Saab saved and now I am sorry to say that as I write this there is still no final decision about Saab's future. My thoughts are with the employees in Sweden and around the world, who depend on Saab for their jobs. There is still hope for the future so we must not give up.

The current situation makes me often reflect right back to 1971 when I started work in my first job with a Saab dealer in Chesterfield, they were interesting times and as the years went by Saab quickly became well established in the UK. I personally have great affection for Saab, the Dealers and all the enthusiastic people around the world who also love Saab and what it represents. I could never have dreamed that I would become so enthusiastic about a car company!

Our Club in the UK is adversely affected by the situation at Saab. However, with the right Chairman it will continue to survive whatever happens at Saab and I wish my successor every success in these difficult times.

I would like to thank Dave Barrow for his work as Motorsport Director, he has carried out this role for many years but has now decided to retire. We appreciate his contributions and he

will be missed by many, but I trust we will still see him at events around the country.

Our finances are under great pressure and as we are not in a position to save money by reducing our payroll, we have taken the decision to increase membership subscription by £1. This will help secure our position and I trust you understand. There are always savings we can make and you can be assured we will do everything we can to achieve this without detracting from the value of your membership. In fact, the Board will strive to give you more benefits and events for your enjoyment. The National in 2012 is close to being finalised, as is the International in 2013 which will be an event to be remembered.

On a happy note you will see in this issue the celebrations that took place in Yorkshire for Sue Long and Fred Glidden who had their 65th birthday party and the Group Members enjoyed a cake that celebrated 130 years of Saab, we wish them well and all the best for the future.

I will close now, but first I also have to announce my resignation from the Board. This is so I can concentrate on my business interests, you can be assured I will still be there supporting all those that run the Club now and in the future.

I look forward to seeing you during 2012 and thank again, all those people that contribute to the smooth running of our Club and those who work hard organising events for our enjoyment.

Richard Elliott

## VACANCY Finance Director

PLEASE CONTACT  
Keith Copperwheat Tel: 01692 535482  
companysecretary@saabclub.co.uk

## VACANCY GM 900/9-3 REGISTRAR

PLEASE CONTACT  
Alistair Philpott Tel: 01845 587176  
registers@saabclub.co.uk

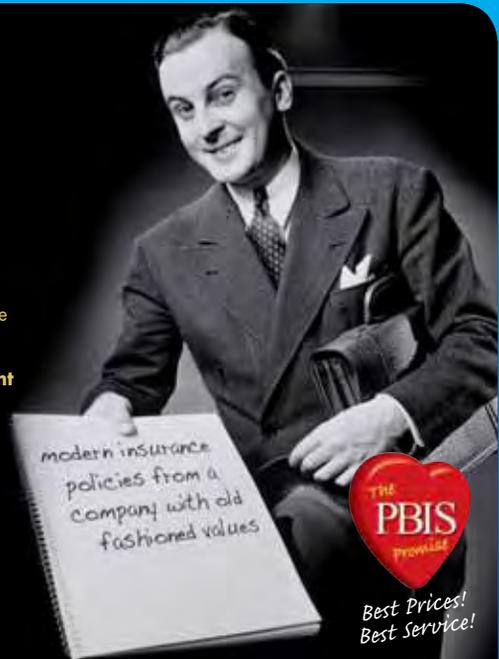
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## A Little Bit of SAAB SNOW HOW

Being Swedish, Saab knows a thing or two about winter driving, and because you can't always trust the weather, you need to trust your tyres.

Tyres are the only part of a car in contact with the road surface, making it vital that they are suitable for the road conditions. With winter approaching, it's the ideal time to be thinking about switching to a set of winter tyres.

Saab is offering alloy wheels and winter tyre packages from only £559 including VAT (at participating Saab dealers). Customers interested in this package should contact their local Saab dealership for more information including fitting charges and tyre storage options.

David Leighton, Business Development Manager for Aftersales at Saab GB, comments: "The average temperature across the country between November and March is less than seven degrees celsius.

"At such a low temperature, winter tyres are more effective at providing higher levels of safety than standard tyres and offer increased traction on the road. As a result, they reduce braking distances and suffer less wear and tear, thus offering not only peace of mind, but a cost-saving benefit too."

Contrary to popular belief, winter tyres are not just suited to driving in snow. The specially designed tread patterns on winter tyres can cope with conditions such as cold, rain, ice and slush, as the compound heats up at a lower temperature, giving more grip than standard 'summer' tyres, which become harder in cold conditions.

Saab dealerships are also preparing for the winter by stocking a range of innovative and unique products from AutoSock to help motorists deal with driving in snowy conditions.

Developed by scientists working with the Norwegian Ski team, AutoSock Snow Socks are durable textile socks that fit over the driving wheels of a car to wick away water found between the ground and the tyres to offer a strong grip on the surface.

David adds: "At Saab, we understand how difficult it can be to drive in the snow, which is why our dealerships are also stocking snow socks as an alternative to snow chains or winter tyres."

Available this October from Saab dealerships, the light-weight, reusable socks are ideal for storing in the car and are easily fitted to the driving wheels. Prices start from £54.95 including VAT.

For further information about winter tyre provision from Saab and to locate your nearest dealership, please visit [www.saab.co.uk](http://www.saab.co.uk)





## SAAB GB unaffected by **RE-ORGANISATION**

Further to the Saab Automobile AB ('Saab Automobile') voluntary re-organisation announcement, Saab GB wishes to clarify the company's position in the UK.

Saab Automobile announced that it has filed for voluntary reorganisation under a self-managed, Swedish court-supervised process in order to secure short-term stability while simultaneously attracting additional funding and developing a long-term solution for the company.

As part of the process, Saab Automobile, together with the court-appointed Administrator, will formulate a detailed proposal for re-organisation of its business. This will be presented at a creditors' meeting within three weeks of the filing.

Victor Muller, CEO of Swedish Automobile NV (SWAN) and CEO and Chairman of Saab Automobile, said: "Since securing the long-term funding through conditional agreements with Pang Da and Youngman, who both support this voluntary reorganisation, we have focused on securing funding to

bridge the period until we receive their funds. We have concluded that a voluntary reorganisation process will provide us with the necessary time, protection and stabilisation of the business, short-term funding to be obtained and an orderly restart of production to be prepared." Saab GB will not be affected by this announcement.

Saab GB is an independent business and a separate UK legal entity to Saab Automobile, it is wholly owned by SWAN and is NOT part of the voluntary re-organisation filing. Saab GB will continue to operate the business in the UK as normal and has sufficient funding in place to meet all creditor obligations and will continue to pay all employees, dealers and suppliers as normal.

Saab GB and its dealer network will continue to provide servicing, replacement parts and vehicle warranty facilities for Saab customers as normal.

## SAAB is Getting **MORE EFFICIENT**

Swedish Automobile NV (Swan) announces that Saab Automobile AB (Saab Automobile) has launched an efficiency improvement initiative as part of a broader review of the company's business plan for 2012 and beyond, aiming at creating a more flexible and more competitive cost structure for the company. This initiative also reflects the effects of the prolonged production stoppage since April of this year and is an important element of the voluntary reorganisation plan that will be presented at a forthcoming creditors meeting.

During the coming weeks, Saab Automobile will identify areas throughout the whole organisation where efficiencies can be gained. The initiative will focus on both fixed and variable costs and aims to create a lower and more flexible cost structure within Saab Automobile by eliminating duplication of work, streamlining processes, shortening lead times, improving coordination between departments and simplifying the organizational structure. As a result of this initiative headcount reductions cannot be ruled out. All improvements should be implemented before year-end in order for Saab Automobile to have a new, competitive cost structure for the 2012 financial year.

# SAAB TAKES TO THE STAND

Swedish car maker, Saab, took to the stand at this year's Scandinavian Show, which featured the very best the Nordic countries have to offer; from innovative design to great food and cutting edge entertainment to top fashion brands.



Saab showcased a range of vehicles at the event at Earls Court in London, and celebrated everything that's new, exciting and enticing from Denmark, Sweden, Norway, Finland and Iceland.

Visitors to the show enjoyed the powerful presence of the 9-5 Saloon, Saab's most advanced car to date, in addition to raising the roof of the car maker's iconic soft top, the Saab 9-3 Convertible, which celebrates its 25th anniversary this year.

Charles Toosey, Managing Director at Saab GB comments: "At Saab, we were delighted to be exhibiting at this year's Scandinavian Show and showcased a range of vehicles at an event which celebrates the very best of what the region has to offer.

"We are incredibly proud of our Swedish heritage and this year we mark the 25th anniversary of the launch of Saab's innovative Convertible, which we are delighted to have on display at the show for visitors to experience for themselves."

The journey of the iconic car began in 1986 when a production run of just four hundred Saab 900 Convertibles came off the line. Since then, Saab's iconic soft top has played a leading role in growing and moulding the shape of the automotive landscape and has turned the vehicle into the exhilarating drive which it has become renowned for.

Visitors to the Saab stand also had the opportunity to enter a prize draw to win a Saab weekend break with hotel accommodation courtesy of luxury hotel guide 'Mr and Mrs Smith', which visits, reviews and recommends stylish boutique hotels. The winner also had the use of a Saab vehicle throughout the weekend and £100 spending money.

For further information about Saab and to locate your nearest dealer, please visit [www.saab.co.uk](http://www.saab.co.uk)

# MAXIMISE FUEL EFFICIENCY

With both petrol and diesel costs on an upwards spiral, iconic car manufacturer Saab is keen to highlight its fuel efficient vehicle range and offer motorists top driving techniques to reduce fuel consumption and make significant savings at the fuel pumps.

Saab's commitment to delivering a more fuel efficient drive for its customers was demonstrated amply when it entered a 2.0-litre petrol turbo 9-5 Saloon Aero in the 2011 ALD Automotive/Shell Fuel Save MPG Marathon; an annual fuel economy driving challenge held over two days and covering a challenging 370-miles designed to replicate a typical motorist's driving route.

Saab's 9-5 2.0-litre petrol turbo, driven by motoring journalist Iain Robertson, one of the UK's top eco drivers, accompanied by his experienced navigator, Robert Marshall, returned an impressive 43.81 mpg, a 27.35% improvement over its official combined fuel figure of 34.4 mpg and a victorious place on the podium.

Iain Robertson commented: "We employed neither 'tricks' nor 'cheats' to prove the immense potential of the car's engine. In other words, we relied on the Saab's engine technology to cut fuel usage and its superior amount of torque, at remarkably low engine speeds, to achieve the improved figure.

"It is only by adopting a series of carefully applied driving techniques that we know the savings were possible. Yet, they are techniques that can be applied by any careful driver."

It has long been expected that drivers seeking greater fuel economy would creep along main roads and cause other road-users some inconvenience. The Saab entry in the MPG Marathon has disproved that contention.

"The key to obtaining a good fuel return:" continued Iain, "lies in reaching a sensible and legal cruising speed and maintaining it with little more than a whisker of throttle depression. Planning as far ahead as possible, to avoid unnecessary fuel-sapping stops, and accelerating progressively, to pass slower vehicles, are by far the most effective means to driving economically."

With a company history based on producing vehicles possessing an engineering conscience, Saab endeavours to ensure that even its highly-powered petrol turbo models can return extraordinarily good fuel figures.

Charles Toosey, Managing Director of Saab GB, said, "Excellent on-road performance can still work hand-in-hand with respectable fuel consumption. Even

though Saab produces a number of high-performance petrol cars, developing well in excess of 220 hp, allied to exceptional pulling potency of 350 Nm, high fuel costs need not be a consideration, as long as the car is driven in a judicious manner."

Avoiding harsh acceleration is key but, reaching the required cruising speed, without indulging in the car's cruise control technology, is also crucial. In fact, maintaining momentum is every bit as important and this is where the ability to plan and look beyond the normal driver's range of sight is imperative. Block gear shifting (such as going directly from second to fifth gears) and avoiding harsh braking are additional techniques that can be applied.

Naturally, traffic snarl-ups that occur for commuters on today's roads are known to increase fuel consumption. Yet, Iain Robertson offers an antidote to that situation.

"If a driver is caught up in traffic," he proposed, "losing one's cool is an unfortunate by-product. By concentrating, avoiding stop-start scenarios and even seeking alternative routes or departure times, to miss out the traffic build-up, a car's fuel economy will benefit to new and measurable peaks."

For more details on the Saab 9-5 range, visit [www.saab.co.uk](http://www.saab.co.uk)





## Motoring tax is **HIGHWAY ROBBERY**

A recent IAM report on motoring tax has found that:

- The percentage of tax paid at the pump rose from 47 per cent in 1980 to 75 per cent in 2000. It has fallen to 62 per cent in 2010 as a result of increases in the price of oil.
- In 2010, the pump price of petrol increased by 27 per cent and that of diesel by 18 per cent. In the first half of this year the pump price of petrol increased by eight per cent and diesel by 12 per cent.
- Motorists paid £28,747 million in tax and duty in 1985-1986 compared to £43,885 million in 2007-8 in real terms.
- While motorists are paying more generally, the amount paid per individual car owner has fallen. More cars on the road are spreading the tax burden among more motorists.
- The government spends only about one-third (£12,752 million) of its total tax revenue from road users (£43,885 million) on roads and local public transport.
- Increased spending in the past decade has been mainly on public transport; spending on local roads has also increased substantially but is likely to fall considerably from now on.

- Since 2002, the government has spent more on rail infrastructure than road infrastructure, although rail is used for only seven per cent of all passenger travel. In 2008 the government spent £4,807 million on road infrastructure compared to £5,567 million on rail infrastructure.
- Motorists and businesses spend ten times more on buying and running their vehicles (£42,700 million) than the government spends on roads (£4,807 million).

IAM director of policy and research, Neil Greig, said: "Using so little of the taxes motorists pay on road upkeep is plainly unfair. Motorists are also paying the price as Britain's potholed and increasingly dangerous roads take their toll, damaging tyres, wheels, steering and suspension.

"Cuts are clearly going to have an impact on transport investment, but as more roads become more potholed and dangerous, spending on infrastructure now will save money in the long-term."

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# OH YES HE'S BACK!

An inside view of the Motor Industry, the good the bad and the ugly.  
Plus a few items of general automotive interest.

**SAAB** – I am not going to attempt to cover the current day-to-day developments, it's moving very quickly and with my copy deadline, I am certain by the time you read this things will be much different. The question must be asked, will Saab survive? For some time now, so-called industry experts have rated its survival somewhere between slim and nil. As regular readers will be aware, I covered the two serious options for ownership of Saab in great detail. Whilst this may surprise some of you, I always felt the Koenigsegg deal was the better option, they had some well connected wealthy people within the team and remember, Koenigsegg actually makes a profit from its cars.

Spyker does not appear to have ever made a profit. It appears that instead of a financial return, investors were offered a share of the company. The problem with that is there is only so much company to share between investors, in the battle to save Saab, Muller had to sell Spyker.

Was it an extremely brave or foolhardy attempt to raise Saab from its GM ashes, especially in what has probably been the worst global recession in living memory? I guess the jury will be out on that one for a long time.

It is almost impossible to be an independent car manufacturer these days, the development costs are huge. Honda is the last independent volume manufacturer, even they reluctantly admit their need for a development partner. The difference is they can afford to ride out the storm until a suitable one is found. Remember their Honda Cub motorcycle is the biggest selling motorcycle in history with over 60 million sold by the end of 2008. Mitsubishi Motors has been losing money for several years, if it were not part of an enormous company, even having its own bank, it would probably have folded by now. An alliance was formed with Daimler Chrysler several years ago but that was dissolved in 2004. Part of the deal included the Mitsubishi Fuso range of light trucks. Although still badged as a Mitsubishi, Daimler Chrysler retain 85% of that part of the company. More recently an alliance was formed with PSA to jointly build cars for certain markets; the Mitsubishi electric 1 car is also sold in Citroën and Peugeot versions. In 2009 PSA was going to take a stake in Mitsubishi but the deal collapsed when PSA felt its share value would be adversely affected by the loss-making Mitsubishi, since then the French Government has had to support its car manufacturers.

**NEW CARS** – there have been a few new models released recently, one that I have been eagerly waiting for is the new Hyundai i40, they are pushing it hard on the television at the moment.

They have chosen to launch the Tourer before the Saloon, claiming it will be the bigger seller. There are two petrol engines a 1.6 and a 2.0 and two different output diesels at launch, 117 and 136bhp, there will be a 2.0 160bhp diesel later this year. I have not driven it yet, but the reviews have rated it quite highly and looks to be the best built Hyundai to date. What does get my attention, are the prices – a mid-spec style diesel is over £22,000, that is getting close to the Skoda Superb Estate and not far short of the class-leading Mondeo, which is a superb drive. It remains to be seen if they can hold on to their value better than previous models. Hyundai has come a long way since the original Morris Marina based Pony, a lot of people scoffed at them for many years and they still suffer from badge snobbery. They are genuinely well-built good cars now, America has rated them highly for a long time. Earlier this year they overtook Toyota to post the third highest sales behind Ford and GM.

For me the most exciting car for years is the new Morgan three-wheeler, it is so popular, the first three years production is sold out. Isn't it nice to report on a British car manufacturer doing so well, (it's actually the biggest British car company). It has to be the ultimate retro car as the first Morgans were three-wheelers, including an Aero version. It is powered by what appears to be a Harley Davidson motorcycle engine, it is actually an S&S 2.0 litre V twin engine, although closely related to the HD lump, their engine is more powerful and much stronger. For years HD engines were quite fragile, particularly when tuned, there is a huge aftermarket parts industry for HD type products in America, serious riders often start with aftermarket crankcases by companies like Spathe Engineering and build an engine from there. I have owned a couple of Harleys in standard form, they did not go stop or handle very well, although they did sound nice.

It is claimed that HD actually makes more money from aftermarket parts, accessories and lifestyle products than they do from selling motorcycles. I bet you did not know that William Harley's family was English, his Father came from Littleport in Cambridgeshire.

Apparently, the Land Rover Defender is to be completely redesigned, it will be the first full redesign since the original was developed in the late 1948. It is a very brave person who accepts that assignment. Ford is going to stop fitting CD players in their cars shortly, all you will get is a port to connect your MP3 player or iPod.

How important is service history these days? I have been at a few car auctions recently, it is surprising how little service history some cars have yet still rack up some high mileages and appear to be running fine, with longer life oils and filters it does make me wonder. Whilst buying at auction is not for the inexperienced there are bargains to be had. I recently saw a 2001 Mercedes E320 Coupe with a confirmed 109,000 miles, reasonable documented service history, in good condition sell for £1,250 and a very tidy early Mondeo 2.5 v6 Estate sold for £125, it was worth more than that for scrap.

Have you noticed how many adverts there are for chunky watches in car magazines recently. It appears if you have a classic or performance car you must have a big expensive watch. I spoke to my nephew who deals in expensive watches, he regularly visits makers like Rolex, Cartier, etc. he tells me that despite the financial situation, people are still spending thousands on watches and jewellery. Sir Stirling Moss has finally retired from motor racing at the age of 81. He scared himself whilst practising in his Porsche RS61 for the Le Mans Legend event earlier this year. I was going to write more about the late Bill Boddy but I have decided to leave it until a later issue, as I will be at a special tribute event for him at Brooklands on 1 October.

It is often said it's a small world. Following the article I wrote about the late French lady racing driver, Helle Nice. I was surprised and delighted to receive an email from fellow



Saab Club Member Stewart Howson, he is a fan and is an authority about Helle Nice. Stewart is an actor and playwright and wrote the one-woman play depicting Helle's life entitled 'Fast Woman' starring Helen Hunt. I saw the play recently and can thoroughly recommend it, keep an eye on your local theatre or for dates check the Internet.

Next time: electric vehicles, Bill Boddy and the future for Saab. If you have any constructive comments to make please contact me.

**Robin O'Connor**  
robin@coconnor2002.freeserve.co.uk





## Driving Him Bonkers

Hope you can help my father-in-law (David B Fildes Club Member 012848-9) with a knock problem that's driving him bonkers. He drives a Saab 9000 Anniversary two litre low pressure Turbo and has a knock when doing a slow right turn, there's no knock when turning left and there's no knock when turning a full circle. So far he's replaced the track rod ends, bushes on the anti roll, bar bushes on the sub A frame and swivel with no luck. The car then went to a Saab specialist, who gave it a tighten-up all round and a clean bill of health. This seemed to cure it for a while, however, it soon returned. We noticed in the latest mag there was a 900 with a similar problem but the nuts on the 9000 strut are solid.

Any clues or guidance would be much appreciated and it would give me team points with the in-laws.

Darren Horner

*In most cases on the 9000 it's caused by the subframe and steering rack mounting bolts. They need to be loosened and then retightened to the correct torque setting. The fact that your specialist did this and the noise went away suggests this may be the cause.*

## MOT Corrosion Failure!

I have a 1990 Classic 900 Turbo Convertible, which I have owned for 15 years. The car has just failed its MOT, due to excessive corrosion on the offside front chassis area near the suspension component/steering rack area.

I have heard that there is a 'repair kit' available. Do you know where this may be obtained and roughly what amount of time a garage would need to complete the job.

Stephen Clampin

*There is no repair kit as far as I am aware. However, the method is to fabricate plates where necessary and weld into the affected areas, the time depends on the extent of corrosion.*

*It is a straightforward job in most cases, but it's worth paying more to have it done properly, rather than just patching the bad areas. By that, I mean remove corroded areas completely back to good sound metal and then fabricate new sheet metal and weld into place.*

*Finish the job, waxoil and underseal the repaired area.*

*A cheap job may not last, so tell whoever is doing the repair you intend to keep the car and need a good job doing.*

## Tyres and Tracking

I currently run a 9-5 2.2TID Linear Estate with 85,000 miles on the clock, that is really just run in. My annual mileage is below 12,000 miles. I have noticed that the rear tyres seem to wear on the outer sides. I check and correct if need be the pressures each week. When I had new tyres the tyre centre showed that the tracking was out. When I had the car serviced (by a very good specialist who is ex-Gloucester Saab) he advised there is no tracking to be set up on the rear of the car.

Are there any adjustments to be made or could it be due to worn bushes? There are no clonks or squeaks. I am using budget tyres which only seem to last 15,000 miles (ish), even swapping from front to back at 10,000 miles? Is this a false budget? If so, what tyres would you recommend?

Also the only issues I have had with the car (at 60,000 miles mileage) was the EGR valve. I use the car very locally here in Gloucestershire. Could this be the cause? My wife has a mini 1.4 diesel which has also shown EGR valve problems, being poor at starting and uneven running until warm. Is this a common fault of diesels?

Brian Stanley

*It is unusual for rear tyres to wear on the outside edge, it's common for them to wear on the inside edge on the 9-5. However, if they have been swapped from the front most of the outer edge wear could have occurred whilst they were run on the front.*

*Whilst it's true camber can't be adjusted on the rear without using shims, tracking can be altered as there are slotted fixings on the rear struts. Also wear in the rear front trailing arm bushes can affect the tracking. Have a four-wheel alignment check carried out and see if it's correct. If not, see what can be done to set it correctly.*

*With regard to tyres, there is no doubt budget tyres probably won't last as long, try and avoid directional tyres as these often wear unevenly; it is true to some extent you get what you pay for.*

*Unfortunately, EGR valves do give trouble on all diesels so it's something we have to tolerate on modern engines.*

*If your diesel has a particle filter which it probably has, it will need a reasonable motorway drive every so often so it can regenerate, if not this will eventually cause problems.*

## TECHNICAL TIPS

### Saab 9-3 Sport Models

This model has now been around since 2003 and many have now exceeded 100,000 miles. In general terms, the car is durable and stands the test of time well. There are some mechanical issues with 1.9 150 16 valve models which we all know about, but I will give some technical information outlining some more obscure faults that can arise over the next few months.

### Electrical issues

As this model, like many others now has a multitude of ECUs that more or less control everything, these ECUs also interact with each other causing all sorts of confusing symptoms.

We have found that the wiring, especially in the engine bay, gives trouble and can be very time consuming for a technician to locate. The breaks can occur in several different locations and cause lots of different symptoms.

For example, often TCS/ABS faults are caused by breaks in the wiring. This can be in the engine bay adjacent to the battery and also at the rear where the wiring is routed to the rear hubs and ABS sensors.

Other wiring problems can affect the engine control systems, electric power steering, cooling system fans, etc.

Then there are potential electrical faults in control units causing poor performance and the subsequent difficulty in diagnosis.

A technician can spend hours checking wiring only to find that the cause eventually is traced to a mechanical problem.



These faults present challenges and new reasons for faults are found on a regular basis so one cannot afford to make assumptions.

Diagnosis on modern vehicles requires a different approach and all technicians will find difficulty in resolving faults. It is a specialist area and someone who has little experience of modern Saab vehicles will probably be unable to locate the cause. In the event that you take your car to a non-Saab garage to diagnose a problem, it could turn out to be very costly and in the end they will eventually give it to a Saab dealer or specialist, as they are not equipped to resolve such problems.

I will continue this interesting subject in the next issue, with more examples and symptoms.

## Saab/Lancia Cross-dressing

Following on from the demise of my beloved Black 99 three-door Turbo (BSS 666T – The Beast), in 1990, I took on a three-year-old Lancia Delta HF Turbo. The car from which the successful rally Integrale was developed, a car that probably won more top flight rallies than all the Saabs put together! I would suggest that the logic of this manufacturing 'cross dressing' between Saab and Lancia was quite simple. In the late 1970s/early 1980s, following a very public display of rust-rot in certain Beta models, Lancia was in some need of a durability make-over and it was generally assumed at the time that they had tied up with Saab to develop the Delta, which as you say suited both parties by also filling a small car gap at home for Saab, created by the gradual obsolescence of the V4 power train.

From first-hand experience I would say that the Delta was a very good car with the HF turbo, but a bit of a pocket rocket – a real driver's car with a well-built feel and no more rust prone than any good motoring equivalent of the time. Like most Italian cars, it was also neat and a sharp 'good looker'.

Since then, I have had two 9000 2.0L Turbos and a 1996 2.3 9000 CS Turbo, and up until last year, the Lancia was my only venture outside the Saab marque that I have made since my first 95 V4 Estate bought as new – yes new – in 1968! I am afraid that now retired and where 'street cred' and grunt cease to be important and economy and reliability are the prime drivers in car ownership, I run a 55 Reg Skoda Octavia 1.9D that gives me 60 plus to the gallon and £115.00 road tax – sorry about that.

Calum Anton

## Supermarket Diesel

The letter from Kevin Tizzard regarding diesel from supermarkets – my view is don't touch it with a barge pole. I ran my 2006 Saab 9-3 TiD on the stuff for a couple of years, then when my car started to not to run as smooth as it did when new, I did some research on the Internet regarding problems with supermarket diesel. I decided to use Shell or Esso, as it was only a couple of pence per litre dearer, and what a difference, more mpg smoother running, etc. After a few months I removed the EGR and stripped it down and removed masses of carbon. Finally, my view is, if you do less than 20,000 miles per year buy a petrol motor not a diesel.

Pete Murphy

## Supermarket Petrol

Some years ago when I was working, I spent 10 years doing 95 miles a day on the M56 from Stockport to the Wirral and back. There were several of us making this trip, some came further than I did. Naturally the topics of economy and fuels from different suppliers came up. I had 900s during this time; an EMS, a GLi and a Turbo. I tried different petrols for 2-3 weeks at a time and recorded the results. There was no discernable difference in mpg between any of the sources. I also tried premium grades instead of standard. These gave slightly higher mpgs, but, insufficient to justify the additional cost. There were seasonal differences of course, irrespective of the make of fuel.

All of these cars were serviced regularly and despite pushing up high mileages, performed well as you would expect a Saab to. I think there were three or four of us doing this, all with different makes of vehicle, but the results were the same for everyone – no difference.

Twenty years or so previously, I worked as a contractor in an oil refinery. One of the projects I was involved with was on fuel (petrol) loading gantries. I witnessed tankers of all denominations filling up from these. It would have been technically possible to introduce an additive into the fuel, but I saw no such equipment. I am sure also, that different companies' tankers, delivered to other names garages. I now run my 9-5 petrol 3.0 litre V6 Turbo nearly exclusively on supermarket fuel. One, because it is generally cheaper and two, for the points on the Nectar card which my wife redeems for me at Christmas!

Alan Shore

## National Disappointment

What happened with the National at Haydock Park? I went around and counted approximately 50 cars and only three stalls selling goods. I saw more activity at the Cosford Spares Day last year! Where were the Northern Saab owners and dealers and accessory firms – only Neo Brothers attended!

The cars that visited were a credit to their owners but it was the cars that you see in most editions of 'Driver'. No butty bars, £12 for two bacon baps and two coffees at the cafe – should they not allow mobile units onto the site?

This was my first visit to a Saab National and possibly my last, if this was the Member turnout – what apathy.

Tony Johnson

## We Need Your News!

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

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

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

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# EASOC BLAST TO SOUTHWOLD

20 August 2011

There is something about a drive to the coast which is so appealing, especially when it means you get to use a great road like the A1120 which leads to Southwold from the A14 at Stowupland.

It was logical to me to suggest we as a Group travelled to the beautiful town of Southwold to take in its many attractions (in no particular order) – Adnams beer, gorgeous beaches and high street, fabulous fish and chips and the general vibe of this gem of a town.

As I set off to the meeting point the weather was cracking, and this was the first time I had ever driven as part of a Saab convoy. This was a joy, as we travelled through the many picturesque villages which adorn the A1120 we got plenty of waves from other Saab owners travelling in the opposite direction – in particular in Peasenhall, we encountered a Scarabe Green 9000 Aero – I think it made his day seeing three 9000s (two Aeros!) in tandem.

Once at Southwold, we parked up and sought refreshment and then spent the rest of the afternoon chatting and relaxing! A fabulous time was had by all.

Before we left me, David Everett, Andy Boorman and I took the opportunity of having three 9000 Aeros in the same place and set about a photoshoot, recreating the famous Brooklands Wall!

Mark Blewitt



# NOTICEBOARD

The Saab Owners Club

## WINTER WEEKEND

THE SHAKESPEARE 'SONETT II'

Friday 3 Sunday 5 February 2012

Due to the great success of last year's event and many requests from Members who attended, we have decided to return to the Stratford Manor Hotel again next year.

It was one of the best hotels that we have used for this event and in a great location, so we know that you will not be disappointed.

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 meet 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 Museum at Gaydon and the bustling market towns and quaint Cotswold stone villages.

Additionally the indoor pool and fitness centre are available to all guests at no extra charge.

Our package for the weekend will include:

- Two nights, Dinner, Bed & Breakfast
- Packed lunch on Saturday
- Dedicated free secure parking area
- Private dining room on both evenings with an extra special surprise on Saturday.
- Wine with Saturday dinner

We have again invited Erik Carlsson to join us and, although we cannot guarantee it, he has promised that he will be there if at all possible.

We will again prepare a local tour (different one from last year) for those of you who would like to explore the area at your leisure. In addition to this we have a treasure hunt on foot around Warwick Town Centre.

To complete your weekend we have also secured, through the hotel, some special prices for two local major attractions, as follows:

- Warwick Castle  
Adult day pass normally £24.60 will cost just £17  
Senior day pass normally £19.80 will cost just £12
- Heritage Motor Museum, Gaydon  
Adult day pass normally £11 will cost just £6

The cost for the weekend will be £115 per person based on two people sharing. If you wish to make it a longer break by extending your stay, we have negotiated a fantastic B&B rate of just £50 per room for the Sunday night. If you wish to take up this offer, please let us know when sending your deposit.

To book please send a deposit of £25 per head by 1 December. Cheques should be made payable to; 'The Saab Owners Club of GB Ltd'. Final balances will be due in January 2012.

As there are limited spaces and quite a few bookings already received, we would advise booking as soon as possible. Last year it filled up very quickly so please do not hesitate.

Please forward to Hilary Philpott, Lamorna, 1, Oriol Way, Brackley, Northants, NN13 6DR.

**For further information on Stratford please visit their website at [www.stratford-upon-avon.co.uk](http://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](mailto:hilaryphilpott@tinyworld.co.uk)**

We look forward to seeing you there.



# WHAT'S ON

Group contact details can be found on page 20

## New SOC Group for the **KENT AREA**

I am trying to establish a new Kent SOC meet this year approx first Monday of every month.

Probably near Ashford Kent.

For more information please e-mail me, Mr Alan Harris at

[alanbharris@btinternet.com](mailto:alanbharris@btinternet.com)

## New SOC Group for **BRISTOL & BATH**

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](mailto:markbrown52@hotmail.com)

or telephone Mark on

**0117 909 1993**

## 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](mailto:elfrida@talktalk.net) or telephone **Dave on**

**01352 756445**

## 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](mailto:driving@vawk.org.uk) or**

**Tunbridge Wells Dial 2 Drive**

**Tel: 01892 530330**

**e-mail: [dial2drive@vawk.org.uk](mailto:dial2drive@vawk.org.uk)**

## Steve wants your dates!

The Rolling Diary is proving hugely popular with Members, so please do support any activities in your area. Please e-mail any events to Steve Trigg at:

[stevetrigg@btinternet.com](mailto:stevetrigg@btinternet.com) giving dates, times, locations and a contact name, number and e-mail plus, if required, a few words about the event. The deadline for 'WHAT'S ON' ONLY in the Jan/Feb 2012 issue is 18th November 2011.

PLEASE QUOTE YOUR MEMBERSHIP NUMBER ON ALL CORRESPONDENCE

PLEASE SEND STEVE NEXT YEARS DATES AS SOON AS POSSIBLE!

### NOVEMBER

**WEDNESDAY 2nd**  
**Cheshire & Staffordshire Saab**  
Meeting 7.30pm.

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

**THURSDAY 3rd**  
**East Anglia Saab**  
Meeting 7.00pm.

**SATURDAY 12th**  
**Beds Herts & Bucks**  
Meeting 1.00pm.

**EBOR Saab**  
NEC Classic Car Show.  
Contact: Ron Eades  
Tel: 0113 2812849 or email:  
[r.eades@btinternet.com](mailto:r.eades@btinternet.com)  
See Advert page 31.

**MONDAY 14th**  
**Lancashire Saab**  
Meeting.

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

**TUESDAY 22nd**  
**North West Saab**  
Wine tasting in Manchester area  
- see website for details.

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

**South Yorkshire Saab**  
Natter 'n' Noggin. Contact:  
[saabinn@virginmedia.com](mailto:saabinn@virginmedia.com)

### DECEMBER

**THURSDAY 1st**  
**East Anglia Saab**  
Meeting 7.00pm.

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

**SATURDAY 10th**  
**Beds Herts & Bucks**  
Meeting 1.00pm.

**MONDAY 12th**  
**Lancashire Saab**  
Meeting.

**WEDNESDAY 14th**  
**EBOR Saab**  
Group meeting. Karl Moxon.  
Tel: 01482 847120 or email:  
[38mox@38mox.karoo.co.uk](mailto:38mox@38mox.karoo.co.uk)

**THURSDAY 15th**  
**North West Saab**  
Evening Christmas buffet in Glossop  
area - see website for details.

**WEDNESDAY 28th**  
**East Midlands Saab**  
Christmas Pint and Chat, 8.00pm

### 2012 JANUARY

**TUESDAY 24th**  
**North West Saab**  
Annual meal - see website for details.

### FEBRUARY

**FRIDAY 3rd-5th**  
**WINTER WEEKEND**  
**The Shakespeare 'Sonett II'**  
Details on Noticeboard (opposite).  
Contact: Hilary Philpott.

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

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

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

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

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

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

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

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

# AROUND THE UK

All correspondence to:

Ellie Wilson

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

Tel: 01527 403596,

E-mail: [branches@saabclub.co.uk](mailto:branches@saabclub.co.uk)

## Contacts

THIS LIST REPLACES ALL OTHERS

### BEDFORDSHIRE, HERTFORDSHIRE & BUCKINGHAMSHIRE SAAB

Christian Sawers  
Tel: 01525 402749  
E: [bedsbuckshertsaab@googlemail.com](mailto:bedsbuckshertsaab@googlemail.com)

### CHESHIRE, NORTH SHROPSHIRE & STAFFORDSHIRE SAAB

Chris Boffey  
66 Brereton Drive  
Nantwich, Cheshire, CW5 6HF  
Tel: 01270 624659  
E: [sc.s.branch@ntlworld.com](mailto:sc.s.branch@ntlworld.com)  
[www.2csaabbranch.org](http://www.2csaabbranch.org)

### CUMBRIA SAAB

Robert Morley  
44 Brierydale Lane  
Stairburn  
Workington  
Cumbria  
Tel: 07787 901783

### DALE SAAB

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

### DUMFRIES, GALLOWAY & BORDERS SAAB

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

### DURHAM SAAB

Joan Wood  
Dunvegan  
58 Thorndale  
Belmont, Durham, DH12AH  
Tel: 0191 384 2461

### EAST ANGLIA SAAB

Rachel Hillier  
Linnaeus  
Norwich Road  
Scole, DISS  
Norfolk, IP21 4DY  
Tel: 01379 740 158  
E: [sootysaab@aol.com](mailto:sootysaab@aol.com)

### EAST MIDLANDS SAAB

Peter Briggs  
16 Saville Street  
Blidworth  
Mansfield  
Notts NG21 0RP  
[www.eastmidlandssaab.co.uk](http://www.eastmidlandssaab.co.uk)  
E: [peter@eastmidlandssaab.co.uk](mailto:peter@eastmidlandssaab.co.uk)

### EAST SUSSEX SAAB

Toby Field  
78 Foxglove Road  
Eastbourne  
East Sussex, BN23 8BX  
Tel: 01323 460 363  
[www.eastsussexsaab.co.uk](http://www.eastsussexsaab.co.uk)

### EBOR SAAB

Karl Moxon  
38 Queens Drive  
Cottingham  
East Yorkshire  
HU16 4EL  
E: [38mox@38mox.karoo.co.uk](mailto:38mox@38mox.karoo.co.uk)  
01482 847120

### FIFE AND TAYSIDE SAAB

Liz Robertson  
9 Fernhill Gardens  
Windygates  
Fife  
KY8 5DZ  
Tel: 01333 351 364  
E: [jackthesaab@hotmail.com](mailto:jackthesaab@hotmail.com)

### HAMPSHIRE & ISLE OF WIGHT SAAB

Richard D Sprinks  
2 Alverstone Cottage  
Alverstone Road  
Whippingham  
East Cowes  
Isle of Wight  
PO32 6NN  
Tel: 01983 880 084  
E: [ricky@starfishdesign.co.uk](mailto:ricky@starfishdesign.co.uk)

### LANCASHIRE SAAB

Steve Alty  
2 A Queensway  
Ashton-on-Ribble  
Preston PR2 1SN  
Tel: 01772 769015  
[www.lancashiresaabownersclub.co.uk](http://www.lancashiresaabownersclub.co.uk)

### NORTH WEST SAAB

Richard Elliott  
The Quorls  
9 Wheatcroft  
Hadfield  
Glossop  
SK13 2EN  
Tel: 01457 852 944  
[www.saab-nw.co.uk](http://www.saab-nw.co.uk)

### SOUTH WEST SAAB

Alex or Robin  
10 Arundel Road  
Yeovil, Somerset  
[therankins565@btinternet.com](mailto:therankins565@btinternet.com)  
Tel: 07963 066384  
[robin@southwestsaab.co.uk](mailto:robin@southwestsaab.co.uk)  
Tel: 07515 112120

### SOUTH YORKSHIRE SAAB

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

### SURREY & WEST SUSSEX SAAB

Michael Dey  
19 Hawthorn Road  
Barnsbury Farm Estate  
Woking  
Surrey, GU22 0BA  
Tel: 07711 439 585  
E: [m.dey@btinternet.com](mailto:m.dey@btinternet.com)

### THAMES VALLEY SAAB

### WESSEX SAAB

Nigel Bailey  
12 Oakdene Close  
Wimborne  
Dorset  
Tel: 01202 886 888  
E: [nhbbailey@btinternet.com](mailto:nhbbailey@btinternet.com)

### WEST MIDS & WARWICKSHIRE SAAB

Rich Bone  
160 Ardath Road  
Birmingham B38 9PE  
E: [wmmwsoc@yahoo.co.uk](mailto:wmmwsoc@yahoo.co.uk)  
[www.wmmwsoc.co.uk](http://www.wmmwsoc.co.uk)



Well here we are then, fast approaching the time that all turkeys hate, and all that extra expense of tinsel and presents that no one ever uses – Bah Humbug! Let's go back to much happier times in the Saab Calendar of 2011, starting off with the 2011 SOC National.

### Saab Owners Club – National 2011

The event was blessed with fantastic weather, bearing in mind the weekends either side of the National were wet to say the least. While on my way to Haydock, at a steady 55mph, this

### GROUPS SUB-COMMITTEE LOCAL LIAISON OFFICERS

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



speed was selected for a couple of reasons:

- a) the old C900 is not averse to gulping the four star petrol at speed
- b) I was trying to keep the flies off the windscreen!

Anyway, while on route, a totally spontaneous convoy emerged about 20 miles prior to the event. Guys, I did have your names but at the time of writing this, plus my old age, I have forgotten! I do remember Sheila and John Newby, the Hehir family and again I send apologies to the others for not making a note.



# AROUND THE UK



Suffice to say on arrival the parking area was already pretty busy with many variants of Saab.

On arrival I was immediately pressed into full chat mode (yes I know that's easy for me). The array of cars parked up must have been one of the best I have seen for many years, I think we all can agree that the 92B owned by Ken Dover was absolutely stunning and the first ever 9-3SS that I have ever seen with a NOS conversion owned by Dr Oswald Reid looked even better than I remember from the last time I saw it. I am sure the sum he has spent on this modification is well worth it and he says he is ever grateful to the guys at NEO Brothers for their dedication and attention to detail; they have pursued to ensure he is happy, just talk to him and you can see the beam of happiness growing from ear to ear!

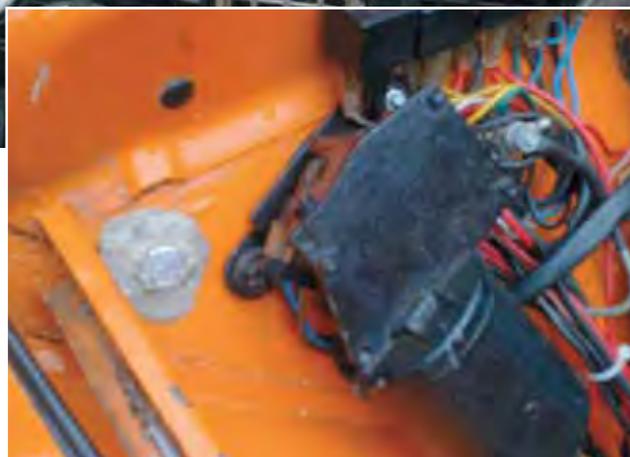
As usual, I was robbed, my car did not get one single vote, I am sure it's a fix! On a more serious note, congratulations to all

the winners, maybe I can bribe someone next year. Attached you will see some pictures I took on the day of Members and some of their cars, I hope the Convertible with the dreaded 666 number plate has been exorcised!

## Race Retro Warwick

This event organised by Matt was truly spectacular, the mix of cars, motorbikes and American muscle cars was a real delight. I think the three biggest stationary stands were the Saab, Citroën and the original Mini Clubs.

The event was located in the town square of Warwick. This was agreed by the Council and I was most pleased it was not ruined by anyone doing anything silly like racing around, etc. The atmosphere was on a par with the event held by Ettiene Morsa of Huy, Belgium and I thought that would never be topped but was matched right here in the Midlands!



I was pleased to meet up with loads of mates and even made some new ones, the banter throughout the day was superb. I think the highlight was the fact that Transit80 (aka Chris Wilcox), has fitted an electric power steering unit to his 96V4, which was tested out by Saabski, Mike Philpott, and Steve Lewis – the only problem I think, was that the unit was held in place by a bit of old chewing gum! Try as he might to explain it away, we would have none of it, the power steering is held together by 'Wrigleys gum'.

Apologies for the picture of the VW pick-up, I was taken by its sheer look and the owner had the same look as the vehicle, I thought it looked fantastic.

The day was extremely well organised by Matt and already we are looking forward to next year's event, watch this space for more information, as I dare say spaces will fill up pretty quickly.

### Saab Service Club

After signing up with Saab for their Saab Service Club deal, I thought I would take advantage of this and book my 9-3 TTID in for a major service at Stratstone Saab Birmingham. Apologies, for those who don't know, the Saab Service Club is available to anyone with a Saab aged over three years. You get discount on loads of stuff, pop into your local Saab dealer or just type in Saab service Club into a search engine to get results.

Anyway, back to the story. As I was about to enter the showroom, my eye caught a 9-3 Aero TTID. It was love at first sight. Undeterred I went in and booked my service, then I decided to have a quick chat with the salesman to see if, and only if, I was looking to buy the car what sort of deal would I get. Well, after a bit of tyre kicking on my part I was offered a fantastic deal by Hamid, then the Dealer Principal got involved and gave me an even better deal. My only problem was how do

# AROUND THE UK



I tell Mrs Ellie, shock horror. When I told her, her temperature did not even rise, all she said was 'fine'! That normally means something else, but no it really meant fine! I will have your 9-3 Anniversary and you can get what you want?

On explaining this to Stratstone, they still gave me a great deal on part-ex of our old Volvo, and me, well sitting extremely happy in a 9-3 Aero TTID. As for the guys at my local dealer, I hope all our Members are treated by their local Saab Dealer the way those guys looked after me. It was a truly pleasant experience and all the staff there remind me of the old days, where a customer was really an important part of their working lives. Actually, while I am on the subject of good service, I got in touch with Turners Hill Saab of Sussex and again the prompt service I received from Mark Wells is to be applauded, he was very efficient and very prompt – thank you!

I am sure that your local Saab Dealer will be part of the

service club, I have Googled most of them and they all appear. Alternatively, have a look at our dealer list in the 'Driver'.

## And Finally...

You may have noticed in the last edition the new Two-Stroke Registrar Peter Turner. I would like to welcome him back to the magazine. He has done fantastic stuff over the years. However, he did do one bad thing, it was he who inflicted me on all of you. Yes, Peter was responsible for getting me into writing an article for the 'Driver' and all the other pain you all have to suffer from me!

That's all for now, I hope you enjoyed the Saab events of 2011, of course we will do it all again in 2012. Have a great Christmas and a Happy New Year. The write-up for the NEC Classic will appear in the next issue.

Ellie

## SOC AGM at Cambridge Saab

This year's AGM was held at Cambridge Saab. We would like to thank the Dealer Principle and Managing Director James Howarth and the team for holding this event for us again for a second year – we must have been well behaved last year! I will submit a full report in the next edition of the 'Driver'.

## Did you know?

The Saab 9000 of the 1987 model becomes the first front-wheel-drive car to offer ABS brakes Styled by Italian Giorgetto Giugiaro, (there's that bloke again). The 9000, a front-wheel drive with a transversely mounted engine meant that the interior was more spacious than the current Saab 900, despite it being slightly shorter!. The combination of the folding rear seat and the estate/saloon opening rear hatch made for superb load-lugging characteristics. The Saab 9000 was the only imported car bar the Rolls Royce, to be classified by the United States authorities as a 'large car'.

Record breaker: in early October 1986, three Saab 9000 Turbo 16s, which were all standard cars off the production line, were transported to, at the time, the world's fastest racetrack – The Alabama International Motor Speedway in Talladega, in the United States (hence we had a derivative Talladega). Thirty one drivers took turns at the controls of the three cars, with stops only for refuelling and general service intervals. After nearly 20 days of uninterrupted driving, they broke not one but two world records and 21 international speed records. The fastest car covered 100,000km at an average speed of 133mph, the other two averaged around 131mph and 130mph. That's a pretty impressive pace, even by today's standards!

Don't forget if you have any interesting 'Did you know facts' please send them to me.

Following the last edition of 'Driver', I was pleased to be enlightened a bit more by Member Jeff Powell as follows:

"Your article in the September/October 'Driver' reveals an interesting event in Saab history. Perhaps I can provide some

background. The deal to sell the Lancia Delta as a Saab 600 was part of an agreement with Fiat to develop the Type Four family of saloons. At the time Fiat was suffering from a poor reputation for rusting which forced its Lancia subsidiary to withdraw completely from the UK market. Its Beta model was so bad it was rumoured Lancia bought back many secretly and scrapped them. Fiat needed to learn about rust proofing and chose Saab because of its expertise in this field. In addition, Fiat is seen as a manufacturer of small cars and found little demand for its large cars where more profit can be made.

"This is still true today as witnessed by the early withdrawal of its latest Croma model from the UK market.

"The result of the project was a common substructure to be used by Saab and Fiat. It spawned the Saab 9000, Fiat Croma, Lancia Thema and Alfa Romeo 164. The family resemblance can be seen in the doors and door openings, while the front and rear reflect the individual company's style.

"The benefit to Saab was the right to sell the Lancia Delta as the Saab 600 in Sweden, which widened the range of car it offered. Fiat learned from the project and introduced the Uno which was its first with a galvanised body, since when rusty Fiat have been a thing of the past.

"Incidentally, Giorgetto Giugiaro of Italdesign was responsible for styling the Lancia Delta/Saab 600 and for the Type Four saloon styling including the Saab 9000."

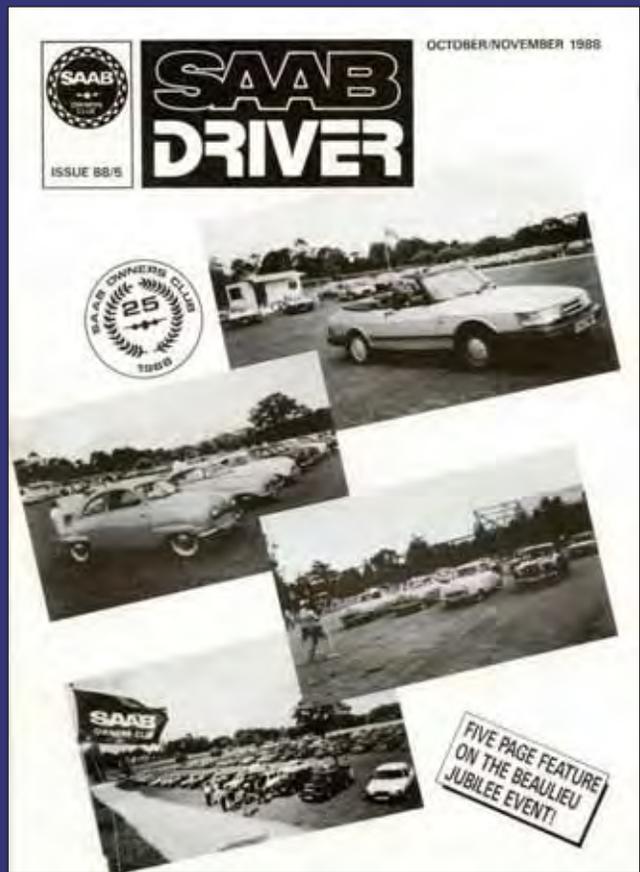
Thanks Jeff, its always good to learn new things. I hope the same theme of improvement continues when Saab start using BMW engines and teaches them a thing or two as well.



### 130 Years Young!

South Yorkshire Group celebrated two 65th birthdays at their last Group meeting – Sue Long, a retired Director of the Club and Fred Glidden, with a birthday cake suitably decorated with their names, a Saab badge and their combined ages – 130 years.





# DRIVER DOWN THE YEARS

Welcome to another 'Driver' Down the Years, looking back on Club activities as seen through the back issues of the Saab 'Driver' magazine.

This issue we take a trip back to the 1980s, taking a look at Winter Weekends, Nationals and Rallies that have, and still are a big part of the Saab Owners Club.

In 1983 the Weston Park Weekend was held near Telford, although Andy White – the Editor at the time – felt the washing facilities were a little primitive! The event boasted 50 units with the concours won by Tony Grestock in his 'fine two-stroke'. Andy sums up his review by saying: "The club shop, grounds with extensive facilities (everything from a miniature railway to an adventure playground), Westbury Garage, sun and good company all made for a superb weekend, for those who didn't go you missed 'a right good do!'"

The New Forest Weekend was held in June 1984 where the main concern was the rain, so some things never change! Organised by Ron Chapman, the event featured the usual treasure hunt, barbecue and concours. In his report, Robert Murray commented: "Mrs Christine Hall very kindly presented the prizes to all concerned and we should like to thank her and Philip Hall (Saab Customer Relations Manager at the time) for taking the time and trouble to attend the event." However, he doesn't list the winners? Does anyone know?

1986 saw the National organised by the Gripen Branch in the centre of Peterborough. Robert Murray concluded his write up by saying: "Although there had been an excellent

turnout, it has to be remembered that this represented only 8% of the total membership. So where were the other 92%?" (sounds familiar – Ed.)

In 1988, the Club celebrated its 25th Anniversary – the 50th is coming up in 2013! This year the Summer Olympics were held in Seoul, South Korea, the Piper Alpha drilling platform in the North Sea is destroyed by explosions and fires, killing 165 oil workers and two rescue mariners, Lester Piggott is stripped of his OBE following his jailing for tax irregularities and Enzo Ferrari dies at 90.

The 'Driver' dedicated five pages to this major international event held the National Motor Museum, Beaulieu on 23 and 24 July 1988. Here are just a few of the highlights entitled Jubilee Memories written by Peter Tyler, the Special Projects Director in 1988: "It is with a slight tinge of sadness that I look back on this year's National. Not that the event was anything but a huge success despite the inclement weather at the beginning and it was a memorable tribute to the organising committee, but friends old and new have gone their diverse ways home and one is left with a few photographs to commemorate the event.

... "There were many memorable occasions during the eventful weekend, but perhaps one personally remembered scene encapsulated the spirit of Jubilee celebration. Wandering out to the Saab park late evening with the strains of the band drifting across the evening air, with the marquee lit and dancing in full



# TWO-STROKE REGISTER

All correspondence to:  
PETER TURNER

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



Looking at some of the Saab websites, I note with interest that a few old Saabs have been modified and customised to suit modern-day driving. An early 92A has been fitted with a V6 engine and auto gearbox and, I assume, the brakes have been upgraded to cope with the increase in performance. A 92B has been cleverly customised to allow 18" alloy wheels to be fitted along with special shock absorbers. Seats from 9-3s can be found in Two-Stroke models to add to the experience of the old-car feel with modern-car comfort. To that end I will be doing the same to my 92B. To the purist these modifications may be 'treason', but to my mind, this just adds to the interest of old Saabs.

## Project 96

Earlier in the year I was contacted by Alan Wear from York. He had just inherited a 1963 Polar White Saab 96 which had been sleeping peacefully in a lock-up for the past 40 years. It belonged to a friend of his Aunt who had also been paying rent for the lock-up during this time. Having pulled it out from the garage, the tyres were re-inflated and then the vehicle was trailed away to Alan's workshop for closer inspection. The interior is like 'new', but the bodywork a little tired. Alan has already begun the restoration by welding up the rusted rear suspension area in the boot and is now looking out for

bits and pieces required to complete this project. I am pleased to say that Alan will be keeping me informed on progress.

## Sport & Snow

Philip Magness from Chelmsford contacted me following the re-emergence of the Register in the last edition of 'Driver'. He has recently imported a rather tasty looking 96 Sport from Sweden. Living just a few miles from me, Philip has suggested we meet up at some time to discuss the finer points of Two-Strokes and no doubt a good look at this stage two tuned beauty. Hopefully a report and photos will appear in a future 'Driver'.

## A Car for Pearl

I also received an email from Pearl Sharland – a Club Member since 1965 – and she has been searching for a Two-Stroke for a long time. The newer Saabs do nothing for her so if you have or know of a reasonable Two-Stroke looking for a new home drop me a line and I will put you in touch with Pearl.

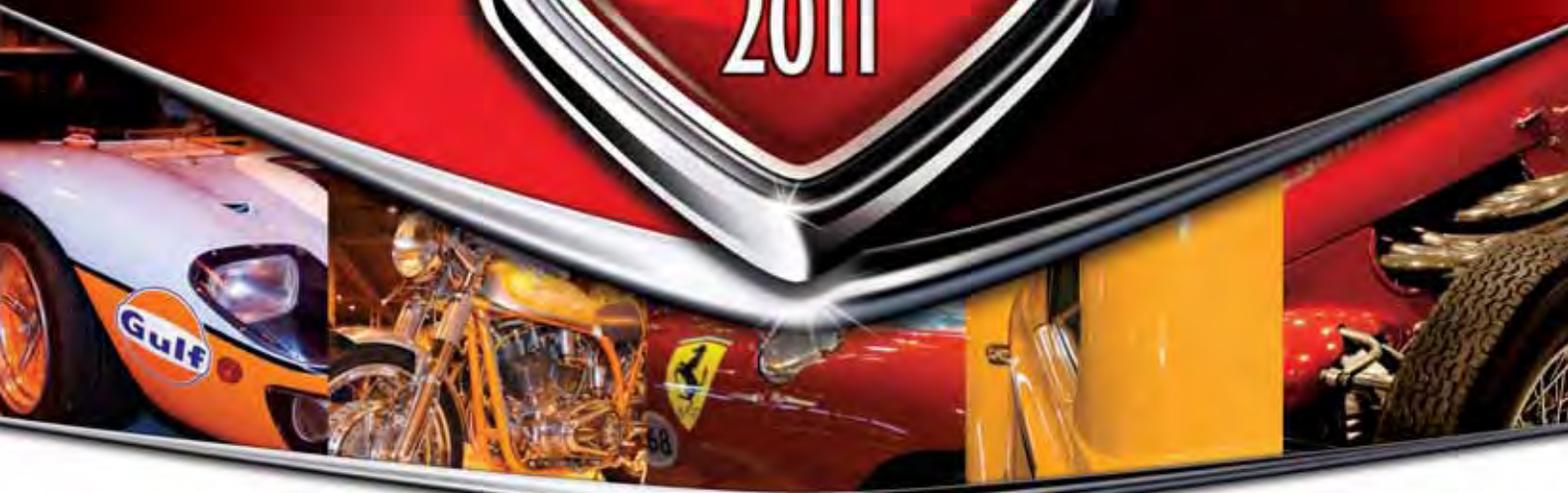
Once again, I should be pleased to hear from Two-Stroke owners with interesting stories to tell and photos to share.

Safe Two-Stroke Saabing!

Peter

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# V4 REGISTER



## New Registrations

After many months with none, I have received a glut of five new registrations for this issue:

Name	Model	Registration	Year	Location
Clive Howarth	96V4	BRH 393K	1972	Buxton
Andy Boorman	96V4	JVA 348P	1975/76	Spalding
Andy Boorman	96V4	MGO 816D	1966	Spalding
Tim Gregg	96V4	FOU 19K	1972	London
Robert Hubbard	96V4 Jubilee	JBK 544P	1975	Glamorgan

Clive has sent me some photos of his Amber Gold car, purchased recently. It looks great! He tells me that he has wanted a 96 for many years and is delighted to have found this one. Please note the custom security system sat in the driving seat!

Andy's newer car is Brown and he has now owned it for 30 years! His older car is one of the earliest V4s in the UK, first

registered in November 1966, possibly the earliest car remaining. I need to do a bit more leg-work on that topic. He has given it maximum marks out of 10 in all areas so it sounds like a cracker, no doubt after being subjected to another excellent Boorman OCD nut and bolt restoration? We need photos please, Andy!

Tim's rally car has some nice tweaks, a rally cam, Weber carb, Jetex exhaust, Saab alloys (not sure if Soccerball or Minilite style), harnesses, fly off handbrake, electric fan and a 'sports' clutch. He says it's running at 85bhp which sounds about right with the cam, carb and exhaust, it should be a really nice car to drive and very similar to my Dad's old rally car that I ran as a student (over 20 years ago – I must be getting old!). Again, I would love to have some photos and more details to publish please, Tim?

## Robert's 'abandoned' Jubilee 96

Robert Hubbard has written with some news about his latest acquisition, an abandoned silver Jubilee 96 project car. It came with a 1700 engine running a Weber 28/36 DCD '8P' type carb on a 4 bolt manifold and what looks to me like a Jetex. The engine was



(about three hours away), so I'm wondering whether there are any V4s (or other models) from the North of Scotland registered with the Club and, if so, whether there might be interest in forming a 'self-help' network (if not a Group) in the Highlands? Linked to this, do Members have any recommendations for garages in the Inverness area with classic Saab experience (and better still, parts)?

I'd be happy for you to publish/pass my email address to likely Members (or to contact them myself if you're able to let me have the necessary info). I look forward to hearing from you/others."

I know there are lots of Saab enthusiasts in that beautiful area of the country, some are in the SOC and some are not. Obviously the population density means that the

catchment area is pretty large. I suggest that anyone in the area who would like to get in touch with Derek and support his initiative should contact either myself or Ellie Wilson, and we will help out as much as we can. The Club does provide support to new 'regional groups', both in terms of advice and financially.



installed as a rebuild only 18,000 miles ago, and while it has been resprayed in a slightly more bronzy colour than the original, it is less shiny underneath.

Robert reports that the 15" steering wheel fitted to the car makes it feel heavier to drive and to him is not an improvement, although personally I prefer a smaller wheel in a 96 to the 'bus' sized standard item!

The silver car failed its MOT on a 'parking brake' fault. The shoes turned out to be nearly new, but the actuating levers were suffering from wear on the fulcrum pins and very corroded. This fault means you lose leverage, therefore the handbrake travel increases, and as you will know there isn't much travel on the handbrake as it is! By replacing the pins, Robert resolved the problem and reports that the cables gained a full inch of slack at the adjusters below the handbrake lever.

The brake shoes were apparently Delphi LSI200, now TRW GS 8055, and the fitting kit was formerly LY1251, now TRW SFK1.

### Heater Valves

Derek Darnell has written on this ongoing topic:

"I see the issue of repair/replacement of these items is still bubbling along (latest in September/October 'Driver' re: repair kits from the States). As an alternative, I thought I'd pass on a tip given to me by Nick Senecal (the 'Saab Doctor' in West London) – apparently the Heater Valve from a Volvo Amazon (cross yourself and spit) makes a good replacement. They are readily available and good quality (but c. £100 on eBay); the pipes are orientated slightly differently to the V4, but the plastic housing can be cut away a bit to suit."

Many thanks for the info Derek. Derek has also asked about Members in North of Scotland. He writes:

"I'm lucky enough to be moving home shortly to the Black Isle (just north of Inverness) and will be taking my yellow 1972 96 with me. Currently the most northerly Group seems to be Fife & Tayside

### Question from Mike Crouch about cylinder head differences:

"I am trying to identify the age/type of a V4 short engine I have fully restored, to ensure the heads (from another engine) are compatible. I am currently having significant coolant pressurisation. Could be gasket type/waterways? The engine marks are stamped thus:

EY  
349 465  
4 M 10

"Any pointers you may have gratefully received. I am stumped so far."

As Mike has probably forgotten more about V4s than I will ever hope to know, I can't help him with this one but hopefully someone out there can advise?

### Martin Simms and Sue Elford 95 Restoration Update

I am delighted to have received an update from Martin following the brief feature of the car back in the January/February 2011 'Driver'. Martin writes:

"Well we are £4k in so far as we have had to get a professional in the classics scene to weld the car and have handed 99% of the work to him. The firm is KMJ Restorations in Exeter. Proprietor John Reid is a 'can do' man who specialises in Fords, primarily Anglias but whose knowledge is unrivalled. As you will see from the photos he started by stripping the car right down and getting to grips with the rust. Usual suspects in sills, floor fronts and arches. The wings were very good suggesting they may have been replaced at some time during the cars life. Overall the rest of the car was better than first



expected body wise.

"She is now primed and nearing a respray. I have spent time sourcing parts from various places and usual Steve from Malbrad has been very helpful, as has John, the proprietor of Coombe Garage near Teignmouth in Devon. The engine runs well and now has a re-sealed fuel tank, plus Jetex exhaust full system sourced direct from their website.

"We have most bits ready to go on and the car, although not concours, will be a very tidy example which we hope to run for many years. I will send further photos when the job is complete, probably just before winter sets in. Well they were built for the Swedish climate so she should survive well!

"The car is looking great, and the rot found really doesn't look very bad at all – I have seen far, far worse cars! The most complicated repair looks to be around the bottom of the suspension turret, and obviously this is the one to get absolutely right as it is so structural."

Keep up the good work, I am looking forward to seeing the car out and about next year.

## Ignition Timing query

John Downing has written with an interesting query:

"I have just fitted a 34 inch Weber carburettor with a 27mm venturi to my 96 V4, (I'm sure most V4 owners have already binned their Fomoco carbs,) but when I started the engine it was running almost as rough as it was with the Fomoco. So I checked everything that I had done and it seemed OK. I then checked the timing with a strobe light at tick over speed and it was reading six degrees of advance, as it should be with the vacuum pipe sealed.

"So I did some research on the internet and found out that the culprit could be unleaded petrol. It seems that modern petrol is not as volatile as petrol of old. Tests conducted by classic car specialist Dr Paul Ireland states that higher temperatures are the result of the fuel burning slowly leading to partial burn and hotter exhaust gasses. I presume he means that the fuel continues to burn inside the exhaust pipe, which to me means that the timing should be advanced, not retarded as most people seem to think.

"So to prove my theory, I connected a vacuum gauge from the flange under the carb by removing the pipe going to the power brakes, not the one going to the air filter. I started the engine and noticed that the gauge was reading below 15 (it should be 17-22). So I advanced the ignition timing until the engine was running smoothly at 18 inches and now the engine was running much faster so I had to readjust the carburettor as it was also too rich.

"After taking it on the road it ran very smoothly with more power and no sign of any pinking. I have re-checked the timing and it is about 25 btdc which is way above the sic that it should be at very slow tick over. By the way, I have overhauled the distributor, the vacuum and centrifugal advances are both working OK.

"So, can anyone confirm my results?"

If anyone has any views or specific information on this, please let me know and I will pass on to John and share with the membership.

That's all for yet another bumper V4 column. Next issue<sup>77</sup> I have some information from Mike Thompson relating to the problems on Chris Hesketh's car that he fixed – I did not have space for the article this time. Cheers!

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# 90/99 REGISTER



## How Many Are Left?

Back in 2004 I did a survey of the remaining 99s and 90s based on the dubious information then available from the register. This was never particularly accurate, being based on information given at membership renewal, but was all we had at the time. There were 219 99s and 29 90s on the register. Now, thanks to [www.howmanyleft.co.uk](http://www.howmanyleft.co.uk) – we can see that in fact only about 30% of existing cars were actually on the register in 2004. This website uses the DVLA licensing data. With the caveat that it is only as accurate as vehicle logbooks, it shows cars taxed and SORNed (off road) back to 1994. The results are surprising, and as I haven't bored you with statistics for seven years... (if you don't want to know the results look away now).

Starting with the 90, which is straight forward as there is only one model, there were 829 in 1994, 91 in 2004, and now just 20 are left on the road, with a further 30 SORNed. Five of these are 1984 registered (only two of these on the road, one of which is mine!) the rest being 1985 registered. The big decline in numbers occurred around the year 2000.

The 99 is more complicated as there are so many model variations (16 shown on logbooks). Looking at the total for all models including the turbo there were 8324 in 1994 falling to 620 in 2004 and 193 today with a further 256 SORNed. If we exclude the turbos this number drops to 155 on the road, of which only six are shown on

their logbooks as Combi Coupes and six as EMS. There are 94 GL models, making this the most common. Looking at the model years, the early 1980's cars still survive in the greatest numbers, as in 2004. One 1969 model is shown, four from 1970, up to 17 by 1972. Then there are very few until you get to the late 1970s. Is this spike in 1972 caused by the tax exempt status of pre-1973 models, or maybe the desirability of early stainless bumper models?

The SORN (Statutory Off Road Notification) rules introduced in 2007, an administrative irritation for car owners, do give a more accurate picture of the number of cars surviving, whether being driven or not. For example there were apparently only 368 99s left in 2006, but in 2007 under the new rules this 'jumped' to 611, 301 of which were SORNed off road.

A number of patterns emerge. Most car models suffer a slow decline through accidents, etc, then a sudden drop when the car reaches a 'certain age' followed by a levelling out as the survivors are preserved. Another pattern is that the number of cars SORNed eventually overtakes the number taxed on the road. This happened in 2008 with the 99.

What conclusions to draw from all these stats? Well, the days of picking up a really cheap 99/90 in good condition are probably nearly over, but hopefully numbers will stabilise from now on as the few survivors are appreciated. One consequence of the decline in numbers is bound to be poor parts supply. We can hardly blame



suppliers for not stocking 99/90 spares when the market is so small. From now on this is bound to compromise its practicality as an everyday car to some extent. Fortunately, the model's reliability means parts aren't needed too often.

### Brake caliper maintenance

A couple of weeks back my 90's handbrake suddenly developed a lot of travel. On investigation I found the passenger side cable had disconnected from the caliper. This was apparently caused by the handbrake lever on the caliper not fully returning when the handbrake was released, allowing the cable to unhook itself. Lubricating the lever restored its travel and demonstrated the importance of servicing calipers regularly, even when they appear to be working as normal.

### New registration

Gavin Summers sent details of his very smart looking 99GL. He writes:

"This my first Saab, although there is some history of the marque in the family, with my Uncles on my Dad's side of the family having both owned 9000 CSEs at the same time, and one currently with a 9-3 Estate. I've driven older cars as daily drivers for a number of years now, and although there is a history of VW group products, both old and new, I've never specifically tied myself to one marque. "My Saab ownership wasn't exactly planned. I was running a mid-

1980's BMW up until last November when a rather bizarre accident led to it being written off. At this point I was already on first name terms with Glenn Ellis at Carnetix, having been introduced through a mutual friend car nut, and Saab owner, amongst many others. I discovered my car listed on the Internet in a number of locations, and with advice from various quarters, took the plunge in mid-December. The car was very well maintained by the first owner of 17 years, and the history file and the condition of the car, reflect this.

"The 99 as a daily driver has been utterly reliable, has cost very little in maintenance, and is even reasonable on fuel, particularly when compared to other classics I've have owned and given that it generally does short journeys. There are some little jobs still to sort out. I still have engine mounts to fit as well as sports springs and fresh dampers to tighten her up a little. There's a set of soccer balls to refurbish, as an alternative to the genuine Minilites already fitted, but as a daily driver these jobs will just have to fit in around everything else."

Thank you for the information, Gavin. I've found replacing the dampers makes the biggest single improvement to handling aside from tyres. With Glenn to look after the car you are in very good hands. These late model 99s really were very well sorted by Saab and should give you reliable transport for many years. Enjoy!

Stuart



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I recently received a Registration from John Bird regarding his 99T.

"I am not sure how much information you really want on the car. It is based on a 1982 99GL which has had a b-series 1980 turbo motor and a rebuilt 5-speed box fitted. It was laid up in a garage for 16-17 years and bought by a chap I know from UK Saabs. He stored it in a barn for a little over 12 months. The car was on axle stands and hadn't been started for many years. Mal had never heard it run, every time I visited I looked it over and couldn't believe how good the shell was, it had never been welded and showed no signs of rust. I kept telling him to fix it up and in the end he ran out of time; before he started the farmer cancelled the lease on the barn/workshop he was using. We struck a deal and I trailered it home with a friend. No brakes on it, etc. Only told my wife I had bought it the day before I fetched it...

"I got it started next day and began a year's restoration/refit on my drive. I have no garage and the slope on my drive is 30 degrees. I had planned to spend no more than a grand including the 460 quid I gave for the car. That figure proved to be a tad optimistic! (know that optimism well). It has had a lot of work done on it. Carnetix at Melton Mowbray has been excellent. It runs my old C900 Garrett Turbo now as the original was shot. The car has a custom-made stainless exhaust with only one minimal silencer which is very loud. Snap crackle and pop on the overrun, with

occasional shots of flame from the tail, this literally sounds like our kind of car!

"It's got a C900 early Dover Grey leather interior fitted, dyed black door cards and carpets as the originals were blue and horrid, but all in great condition. I got an original louvre for the back window (220-mile round trip, one of many). It's fitted with extra gauges, a manual boost controller, forge atmospheric dump valve. It goes like a bat out of hell. Currently running five to seven per cent mix of gun-cleaning thinners. Brakes are all refurbished by me, good discs all round. Carnetix made the handbrake work! I spent 11.5 hours of my life, mostly in the rain making it work but couldn't get the adjustment right. It's on about its third fuel pump. Sits on a good refurbished set of Incas with good tyres and I have two spare sets. Some soccer balls fitted with winter tyres and a set of Minilites I am currently spraying.

"It's been a work of some effort and devotion but in February I got it MOT'd and taxed it – replacing the old 1992 disc. It's been my daily driver since, gives me little if no trouble, does 250/300 miles a week currently and has been with me to several car shows. It's averaging around 28/30 to the gallon. Running 0.9 bar boost at present but that's going to be higher – 1.1/1.2 once I fit the brand-new oil pump I have for it and get a little more pressure. Next job is to fit an Abbott Racing Charge Cooler."

*Chris*

# C900 REGISTER

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



Hello once again. I hope you all had a good summer, and enjoyed using your C900s. The autumn is coming to a close and a lot of Members' cars will now be heading off to bed for the winter months.

Back in September, I met up with a few Saab enthusiasts for what was probably going to be the last real outing of the year.

The meeting was Ashton Court in Bristol and I had the great pleasure of meeting Richard and Martin who had come to join us. Richard is from Plymouth, and has a three-door Aero and Martin is from Wales and owns a two-door TI6 S.

Martin has painstakingly restored his car to the highest standard and it looks outstanding, while Richard, not having owned his car long, informed me that his car was more or less his daily driver and he has plans to make subtle cosmetic improvements to what is already a very nice car.

The weather was kind and we had a great time chatting, needless to say, the bonnets were opened and the oily bits discussed, ha ha!

I have only one new registration this month, but one is better than none at all.

Mr W Richer (Member No: 020G88D-7) from Kent has registered his 1990 Talladega Red 900i Convertible. His car is very low mileage having only covered 55,000 miles and we welcome him to the register.

Carl Wallis, if you remember, recently registered his Black Carlsson with us and has kindly sent another photo of his car. I think you will agree, it looks stunning and I think it looks better without the Carlsson stripes? Thanks Carl for the updated shot.

## 'High Mile Club'

No, not that one! I am talking about the High Mile Car Club. How many miles has your car done?

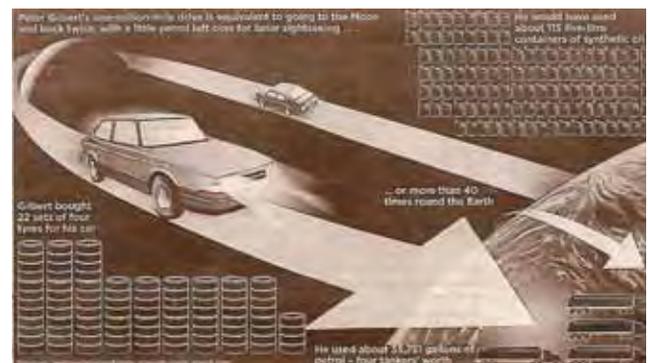
I came across this very interesting piece in the C900 file, and I thought it would be fun to ask you how many miles your car has done, and get you to say a little about your ownership.

Once I have gathered the top ten cars I will list them here, and it would be nice if you could send me a photo of yourself standing next to your car... come now, don't be camera shy!

We all know C900s are capable of high mileage, but I doubt any Members can get close to Peter Gilbert's record one-million mile car, so entry to this exclusive club will start at anything above 200,000 miles and your car must still have its original engine fitted. Rebuilt or extensive repairs are fine, but it must be running on the original engine block. I myself will present an award to the highest mileage car... so come on, get in touch, it might be you!

Best wishes for the forthcoming Christmas festivities.

Alex



# 9-3SS REGISTER



Hello everyone once again. I hope that you have all enjoyed the summer or at the very least the few days of warm weather that we had. It seems to me that the warm weather has slipped past us very quickly this year and I therefore have had little chance to enjoy my driving with the roof down. However, the SOC National was one of the exceptions. The weather on that day at Haydock Racecourse near Liverpool was amazing, in fact almost a little too hot, if that's believable. There was a great turnout from the Saab community and I was glad to make some new friends as well as catching up with some old. Dr Oswald Reid was there in his modified 9-3 that I mentioned last issue and his car won 'Best in

Class'. He has had a lot of the work done on the car that had to be designed and manufactured from scratch, like the Carbon Fibre body kit extensions and engine cover. A lot of these modifications are now available to purchase, so I believe. The car is equipped with Nitrous Oxide injectors and Dr Reid has retro fitted a couple of extra dials just above the dashboard to monitor this. You can see them in the picture. The car is also fitted with the biggest brake discs and callipers that I have ever seen on a Saab. When considering that the engine is capable of producing 420bhp, it's easy to understand why. I also believe that Dr Reid has a XWD chassis lined up to transplant into this car. As an example of a Saab 9-3, this car is simply stunning, especially when considering that it is an early 2003 model. A worthy winner, well done Oswald.

In the evening, we had a good meal in the restaurant and then enjoyed a quiz. The following day, Jacob and myself visited Liverpool. We took in a tour and visited the 'Beatles' museum, had a drink in the Cavern Club and then started the long journey home. I still love driving my 9-3 and after the drive home that day I have decided that no matter what Saab's future may be, I will keep this car indefinitely. In fact, I have started to look for a 9-3 SportWagon to go alongside it. Preferably one fitted with the TTiD engine. Ultimately though, I am hanging on for the next generation 9-3 Convertible and hope that Saab gets the opportunity to produce it.





Talking of the 9-3 SportWagon, here is a letter that was sent in by Alex Rankin. Alex, like me is a great Saab enthusiast. (He owns a spectacular early 900 Turbo and is also the C900 Registrar.) Alex writes;

"It is now time for me to register my 9-3 SportWagon that I bought last Christmas. I have waited to register it with you until we had owned it for a while and could therefore report on our ownership experience.

"Before buying the 9-3, we were using my fairly new Ford Mondeo TDCI Titanium Estate as our main family transport, so the Saab had a lot of work to do in all areas to be a match for what is a very capable large family car. So how did it do? Well, very much better than I thought it would. We knew the boot space was never going to be a match for the Ford and the rear legroom a little tight, but on our holiday trip to Yorkshire the Saab swallowed all of our luggage and the dog with relative ease, and we are a family of five!

"On the motorway, I was again very impressed, the car was extremely stable and very quiet at speed.

"The TTID 180 is a very nice engine and has a lovely 'twin Webber' type of burble as you accelerate, those of you old enough to have owned or driven a car from the seventies will know what I am talking about.

"I cannot comment on fuel economy as yet as the car is still not fully run in, but on a long run I am getting in the high 40s which

pleases me, as we make long runs to Yorkshire to see family.

"My car has 17-inch wheels fitted and personally I prefer the ride comfort this affords me rather than the 18-inch wheels fitted to my Ford. The 9-3 does roll a bit in the bends, but to be honest for the type of driver I am it is not an issue, my car is a family car, not a racing car, the chassis gives a very comfortable and reassuring ride that will satisfy most drivers I am sure.

"I chose the TTID not for speed but for towing, as we have a touring caravan (don't groan too much!) and always found our previous NG900 a poor tow car in all respects, not so the 9-3, it pulls our caravan as if it wasn't there! (I know, you all wish it





wasn't as well) anyway, if you are a fellow caravanner I can thoroughly recommend the TTID.

"To sum up, I have very little criticism, if any, and the 9-3 has been an extremely enjoyable car to drive and own with enough individual styling to set it apart from the modern crowd of euroboxes you see on today's roads, long live the 9-3!"

Thank you very much for the positive write-up Alex, I am glad to hear that you are enjoying the car and would add that with 400Nm of Torque, the TTID engine would indeed, be ideal for towing. By the way, I owe you a write-up for the C900 Register and will send you something shortly. Thanks again.

After covering almost 60,000 miles in my 9-3 Aero Convertible, I had noticed that the car didn't ride quite as it first did. The ride quality didn't seem as compliant, and when cornering, the car felt that it was leaning slightly more than I seemed to remember. Although, to be honest, there was nothing wrong with the ride or handling, I decided to replace all four shock absorbers. You might think that with 60,000 miles, it was a little premature for

replacements but nonetheless, Cambridge Saab changed them for new Genuine Saab shocks. When you drive the same car for many miles and years, you don't necessarily notice a change in the ride or handling characteristics. After the new shocks were fitted, I was staggered at how this was improved. It felt like driving away a brand new car. I was not expecting to notice that much of a difference and therefore was very pleased that I chose to make the change. This has backed up my decision to hold on to my Aero Convertible and has returned the car's ride quality to tip-top condition.

I would be interested to hear from any of you who have tried to improve your fuel consumption after reading my article last year and whether any of the tips that I included in that article have been useful. The light traffic recently, due to the summer holidays, has helped me to achieve an average of 41 mpg. I'm sure that figure will drop in the coming weeks though. We will have to see.

Anyway, that's it for this issue. Please keep sending in any thoughts, stories, photos and registrations to me, I am always happy to hear from you. Keep enjoying your Saab but most importantly, drive safe.

*Simon*

### New Registrations

Name	Area	Membership No.	Registration	Model	Details
Charron Redgate	Tadcaster, North Yorkshire	020985-7	R12 CDR	Aero SportWagon TTID	Black paint, Parchment leather, 4722 miles, Year 2011, Chassis. YS3FC5MDIC1300178, Sat Nav, BlueTooth, Cornering Headlights



Greetings fellow 9-5 fans. We need to keep this issue's waffle to a minimum as space is very short I'm told, so I won't rattle on too much this time.

## New registrations.

Just the one, but it's an absolute belter! Alan Shore writes:

"Thought I would register my 9-5. This is a 1999 V6 3.0 litre Turbo Griffin. Regular readers might remember that my previous Griffin died when the drive belt pulley broke up and the drive belt went into the engine and wrecked it beyond economic repair.

"The Griffin had a number of attributes that we missed; an opening sunroof, ventilated seats, etc. So it was only a matter of time before I found another one. Being an older vehicle it is (relatively) cheaper to tax because it is prior to the emissions threshold of 2001 and is more economical than the 2.3 Turbo Estate that it has replaced. Also, as it has only done 95,000 miles and was a garage maintained company car with a full service book, it should be good for a while.

"Given the reason for the demise of the previous Griffin, the first thing I did was to ask Richard Elliott to change the drive belt and jockey pulley.

"I assumed, wrongly, that all Griffins were the same, so on this one I have had to retrofit reversing sensors in the bumper. These were from Maplin and seem to work OK. We were surprised just how easily the bumper came off. Refitting the insides, aluminium and polystyrene, was a pain though until we were aided by a generous application of grease on the surfaces! I painted the sensors to match the car."

Well done Alan and thank you for getting in touch. Your car looks lovely and sounds like a very good buy. I also retro fitted the Maplin reversing sensors to my Aero and painted them, they work very well and for the low cost I think it's a cracking little kit.

## Performance

I've been asked a few times if I can do some sort of write-up about some of the performance mods fitted to my 9-5s. What I think of them or what I'd recommend, etc. Well, being as space is short this time I'd best not go into it all now, but I will do one soon. I'm not quite done yet and another visit to my good mate Karl is on the cards for a nice wee software upgrade, so I'll hold off until that's done and if we have space in the next issue I'll include a bit of a write-up then.

## MOT time

Doesn't it come round quickly! So quickly in fact I'd totally forgot mine was almost up so it was a bit of a mad dash over the weekend to get it ready for the following Monday afternoon. Long story short

it absolutely flew through after new brake pads and a front drop link arm were fitted on Sunday.

Phew, I was convinced I'd missed something silly and it was going to fail, but all that was needed on the day was the removal of my air freshener that was hanging from my rear view mirror. Within the sweep of the wipers and obstructs the driver's field of vision so the tester says. Ah well, rules are rules I suppose and at least it's legal for another year.

## Signing off

Sorry it's a bit short this time, needs must and all that, so for now I shall just say please keep the emails coming and cheerio for now.

John



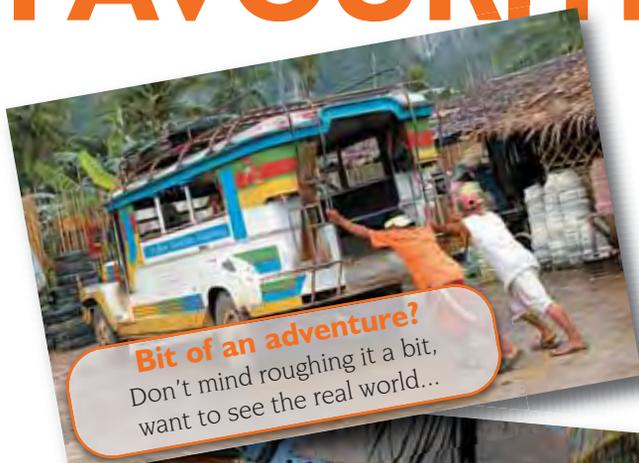
### New Registrations

Name	Area	Memb. No.	Registration	Model
Alan Shore	Stockport	001975D-9	T 621 RMX	1999 V6 3.0 litre Turbo Griffin

**APL** Marquis Street Kirkham PR4 2HY

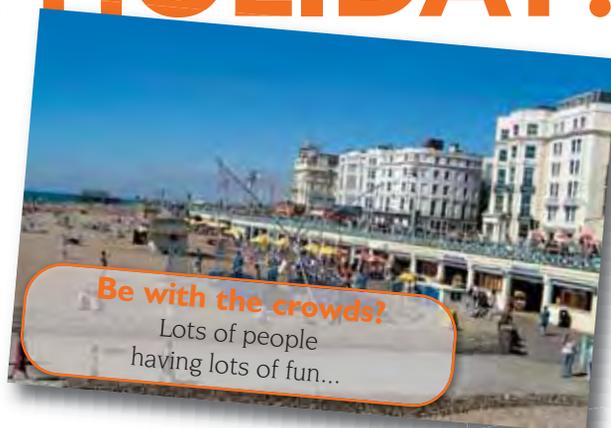
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### **Jim Valentine and Jonathan Lodge Saab Sport 96**

This year's event is promising to be as spectacular as last year's, but hopefully we'll be returning with tales of actual competition rather than endurance.

Last year's event will always be remembered for the appalling weather conditions, but, undaunted, this year we are again fielding five cars as the Saab Historic Rally Team. Here you'll find some notes and photos of the runners and riders. We hope we'll see as many of you out supporting the team and promoting the Club as we did last year, that marquee support really lifts the competitors and to see three Two-Strokes rallying together is extremely rare.

Correct me if I am wrong, but I think this will be the largest Two-Stroke entry on an event in the UK this century! We also have two post-historic cars running; a V4 that was very quick last year; and a 900 that showed tremendous pace; they're both chomping at the bit to make a bigger impression than last year.

The event is also a fifty year anniversary of Erik Carlsson's second win on the RAC in 1961. There will be a chance to meet the team and crews on the Friday before the event and if you can make it, there are spectator stages next to the service park and forest stages in the dark in nearby Dalby Forest – so an opportunity to get a real flavour of historic rallying. Saturday offers similar opportunities in Yorkshire and up on the borders at Croft Circuit. Sunday we're in Scotland and Monday will sort the men from the boys on two very long stages in Kielder Forest. Don't miss it.

### **Nick Pinkett and Hugh Myers Saab 96**

You've not heard from me before, always left it to Jim Valentine to keep you abreast of developments in the Saab Historic Rally Team. My own 1963 2 Tacker (9902AP) is presently stripped down having a refreshed engine and gearbox fitted, ready for this year's RAC Rally.

The rally starts from Duncombe Park, Helmsley, North Yorkshire. We hope you can come and support your team's efforts.





We are fielding three Two-Strokers, 1 V4 and a Classic 900, a rally forum with a chance to meet the team will take place Friday mid-afternoon, prior to the start.

With three historics running at the head of the field, this should make for some interesting competition.

I, for one, will not be hoping for a repeat of last year's snow and ice, though we are busy trying to find a supply of suitable tyres.

### **Steve Higgins and Caroline Lodge**

I recently bought Warrent Chmoura's Saab 96 Sport, from Chris Knutt, just before Christmas. Chris Partington came over to the Isle of Man, where the car and I are based, to check the car over. I have done two events so far: The Three Hills Challenge and the Manx National Rally (we came 37th overall and 1st in class). I have been rallying a Mini Cooper S for many years and decided I am getting a bit too portly for Minis and I've always liked the Classic Saab 96. So I've taken up the challenge. I'm looking forward to trying and doing as many events as possible – there is quite a lot going on over here on the Isle of Man. However, getting off the Island is very expensive, so we have to do a lot of planning. Really looking forward to a forest event in a Classic Saab.

### **Magic McCombie and Craig Wallace**

Kirriemuir Electrician Craig Wallace is looking forward to December, not in anticipation of receiving presents, more to do with his participation in the 2011 running of the Roger Albert Clark Rally.

Co-driving for Magic McCombie again in the ex-works Saab 900, Craig is relishing the challenge of the four-day event.

Craig commented: "We had a really good run last year so I am really looking forward to co-driving for Magic again this year. The event is a step back in time for everyone involved, driver, co-driver, and the service crew. It's much harder work in Historic cars than the Imprezas, etc that I co-drive throughout the year.

I think the really special part is the contribution from the large galleries of spectators. It's really excellent."

### **Colin Hope and Nick Patrick**

Colin Hope and I are entering the RAC rally again this year in our 1973 Saab 96 V4. We prepared the car for last year's event to Saab Sport and Rally specification with a long stroke 1840 engine.

The car has not been rallied since last November's interesting outing in the deep snow and blizzards so we are hoping for slightly more forgiving weather. We do have time for a shake-down event this year and are going to enter the Galloway Hills Rally on 30 October to familiarise ourselves with the old Saab and to practise our map navigation.

A problem for us on the RAC Rally is that we are in Class C3 which is the 1600-2000 capacity class and is predominantly Mark 1 Ford Escorts with 2-litre Pinto engines. It is possible to squeeze somewhat more power out of the in-line Ford engine compared to the V4 so we will have to use our 150bhp wisely. This is where clever navigation comes in, particularly in the dark and if the mist comes down. Knowing where you are on the map at all times can save huge amounts of time when visibility is poor. Good team work and absolute trust between driver (Colin) and navigator (Nick). Will be key to a good result.

# CLUBSHOP

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Sharon Foxley

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**£38.50**

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Code: 12



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**SOC Mug**

Code: 42



**£17.00**

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Available in Black or White

Sizes: s-m-l-xl

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96 V4 (green, red, orange, white) Code: 130

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**From £7.00**

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(only 2 remaining)



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SOC

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**DISCOUNT TO SOC MEMBERS**  
15% on aftersales

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Reading RG30 1EA  
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**DISCOUNT TO SOC MEMBERS**  
15% on aftersales

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Beaconsfield HP9 1QJ  
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**DISCOUNT TO SOC MEMBERS**  
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W: cambridgesaab.co.uk

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**DISCOUNT TO SOC MEMBERS**  
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**DISCOUNT TO SOC MEMBERS**  
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BEECHWOOD SAAB  
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Derby DE7 6DG  
T: 01332 381 900  
W: beechwoods saab.co.uk

SALES	SERVICING	PARTS	BODYSHOP
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W: northcitysaab.co.uk

SALES	SERVICING	PARTS	BODYSHOP
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**DISCOUNT TO SOC MEMBERS**  
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D SALMON CARS  
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Colchester CO3 3LE  
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W: dsalmoncars.co.uk

SALES	SERVICING	PARTS	BODYSHOP
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**DISCOUNT TO SOC MEMBERS**  
Discount negotiable

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QUEST MOTOR GROUP  
Wyke Hill Business Park,  
Maldon CM9 6UZ  
T: 01621 876 900  
W: questsaab.com

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yes	yes	yes	yes

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

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SAAB CITY  
60 The Highway,  
London E1W 2BF  
T: 0207 480 7540  
W: saabcity.co.uk

SALES	SERVICING	PARTS	BODYSHOP
yes	yes	yes	yes

**DISCOUNT TO SOC MEMBERS**  
20% on labour  
10% on parts – with exception of major units

**GREATER LONDON**  
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BALLARDS SAAB  
Unit A, Coppetts Centre,  
North Circular Road, London N12 0AJ  
T: 0208 211 9160  
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SALES	SERVICING	PARTS	BODYSHOP
yes	yes	yes	yes

**DISCOUNT TO SOC MEMBERS**  
Discount negotiable

**GREATER LONDON**  
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SAAB FULHAM  
101 Farm Lane,  
Fulham SW6 1QJ  
T: 0207 610 2900  
W: saabcity.co.uk

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yes	yes	yes	yes

**DISCOUNT TO SOC MEMBERS**  
20% on labour  
10% on parts – with exception of major units

**HAMPSHIRE**  
SOUTHAMPTON  
SOUTHAMPTON SAAB  
Second Avenue, Millbrook,  
Southampton SO15 0LP  
T: 023 8078 9363  
W: southampton saab.co.uk

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yes	yes	yes	yes

**DISCOUNT TO SOC MEMBERS**  
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Watford WD17 2HZ  
T: 01923 200 500  
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yes	yes	yes	no

**DISCOUNT TO SOC MEMBERS**  
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Perry Street,  
Chislehurst BR7 6HB  
T: 0208 302 0911  
W: whitmoressaab.co.uk

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yes	yes	yes	no

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

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WHITMORES SAAB  
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Edenbridge TN8 6HL  
T: 01732 861 420  
W: whitmoressaab.co.uk

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yes	yes	yes	yes

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

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T: 01227 769 600  
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SALES	SERVICING	PARTS	BODYSHOP
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**DISCOUNT TO SOC MEMBERS**  
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W: humbersidesaab.co.uk

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**DISCOUNT TO SOC MEMBERS**  
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Aberdeen AB23 8EZ  
T: 01224 826 000  
W: adrian-smith-saab.com

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Edinburgh EH10 5JD  
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W: westernsaab.co.uk

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**DISCOUNT TO SOC MEMBERS**  
Discount negotiable on sales, 10% on servicing & parts  
No discount available on bodyshop

**SCOTLAND (CENTRAL)**  
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Glasgow G5 8AW  
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yes	yes	yes	yes

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

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W: schonevillesaab.com

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no	yes	yes	no

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

**SUFFOLK**  
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Wentworth House  
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W: cecilandlartersaab.co.uk

SALES	SERVICING	PARTS	BODYSHOP
no	yes	yes	no

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

**SUFFOLK**  
IPSWICH  
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4 Goddard Road East,  
Ipswich IP1 5NY  
T: 01473 241 616  
W: coxofipswich.co.uk

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yes	yes	yes	yes

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

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Nr. Leatherhead, KT24 6DG  
T: 01483 281 000  
W: bellandcolvill.co.uk

SALES	SERVICING	PARTS	BODYSHOP
yes	yes	yes	yes

**DISCOUNT TO SOC MEMBERS**  
Servicing – 10% on parts & labour  
Parts – 10% on parts & accessories  
No discount available on sales or bodyshop

**SUSSEX**  
CHICHESTER  
LEWIS SAAB  
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West Sussex, PO18 8PN  
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W: lewissaab.com

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West Sussex, RH10 4NP  
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W: turnershill saab.co.uk

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yes	yes	yes	yes

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

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

SALES	SERVICING	PARTS	BODYSHOP
yes	yes	yes	no

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

**YORKSHIRE**  
HULL  
HUMBERSIDE SAAB  
Priory Way,  
Hull HU4 7BD  
T: 01482 351 129  
W: humbersidesaab.co.uk

SALES	SERVICING	PARTS	BODYSHOP
yes	yes	yes	yes

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

SALES	SERVICING	PARTS	BODYSHOP
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**DISCOUNT TO SOC MEMBERS**  
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# PRODUCT OFFER

## Hideaway at the **FEVERSHAM ARMS HOTEL AND VERBENA SPA**

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Feversham Arms Hotel & Verbena Spa  
Helmsley, YO62 5AG  
Tel: 01439 770766

### Feversham Arms Scoops two prestigious AA Awards

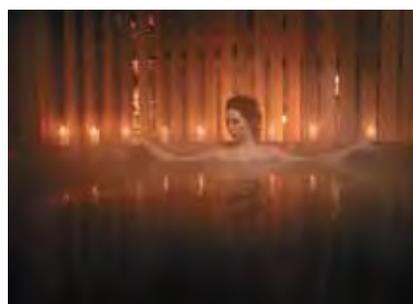
The AA has named The Feversham Arms Hotel and Verbena Spa in Helmsley, North Yorkshire as one of the top hotels in the British Isles.

The delightful country-chic hotel has been awarded a prestigious four red star rating for the exceptional accommodation. Red star – as opposed to black star – hotels represent the most outstanding examples in each star category and signify the best in the British Isles.

The Feversham Arms & Verbena Spa is the essence of charm and has developed significantly over the years to earn the worthy four red stars. The retreat has undergone a £5.5m investment; developing the Award-winning Verbena Spa, the reception area, a new library and private dining room.

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We have a two-night stay for two 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:

Which county is Helmsley in? \_\_\_\_\_

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

Address \_\_\_\_\_

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

**Please post, e-mail or fax entries to: Anne Szpindor • Mypec, The Old Pottery, Fulneck Leeds, LS28 8NT.**

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

**Entries close 1st December 2011. The winner will be the first correct entry drawn at random.**

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## INDEX OF ADVERTISERS

APL Saab..... 43	MapTun ..... 56	SS Motors ..... 13
B & D Specialist Cars ..... 35	Mark Arnold ..... 35	Saabtec ..... 13
Central Saab Specialist..... 13	Motorvation ..... 35	Saab GB ..... 2
Chris Hamley ..... 35	Neo Bros ..... 45	South Wales Saab Specialists ..... 4
Chris Knott ..... 55	Orpington Saab..... 7	Turners Hill Garage ..... 35
Classic Motor Show ..... 31	Partforsaab.com ..... 13	Valley Automotives ..... 13
Cover Systems ..... 35	Peter Best Insurance ..... 7	Volsaa Engineering..... 13
Lancaster Insurance ..... 37	Reg Morris Garages ..... 18	

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| <input type="checkbox"/> <b>96 V4</b>      | <input type="checkbox"/> <b>Cars Wanted</b>     |
| <input type="checkbox"/> <b>90</b>         | <input type="checkbox"/> <b>Wanted</b>          |
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The Saab Owners Club of  
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Please send cheque (to SOC) and form to:

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BURY, BL9 6UD

**DEADLINE – JAN/FEB 2012  
18 November 2011**

# CLASSIFIED

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

## 99

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## 900

### Classic 900

1992, three-door 2.0 litre 16v, Citrin Beige Metallic. 66,000 miles from new. Full supporting dealer history. In superb original condition throughout. Year's MOT. Tax November. Recent correct Maptun exhaust and new battery. This is a rare opportunity for a true enthusiast to own what I believe is the best 900 currently available anywhere. £2895.  
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1990, two door Saloon, 85,000 miles. MOT until March 2012. Dealer maintained. In family from new. SORNED August 2010. Now raring to go with new clutch, headlining, battery, very good tyres. Work required on dash cluster. Electric windows. Body scratches. £850 ono.  
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### Classic 900XS

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Tel: 01274 587267 (West Yorkshire).

### 900i Convertible

February 1992, 156,543 miles. Service history. Owned for five years. SORN, each winter. New top 2009. I have three 900s so this one has to go. MOT June 2012. Green. Recent brakes and battery. Photographs on request. Great gearbox. New bonnet. £1,200.  
Tel: 0141 639 5395 (Glasgow)

### 900i Classic Convertible

Grey with new Black hood. 1992, 103,000 miles. Full service history, two owners. New Goodyear tyres, very good condition. Taxed and MOT, any inspection. Reluctant sale £3,295 ono.  
Tel: 01691 839219 (Shropshire).

### 900 Aero Turbo

1991, three door, Red. 172,000 miles. Failed MOT. Grey upholstery, completely original. Very good engine. Offers.  
Tel: 01643 862909 (Nr. Minehead, Somerset)

### 900 Classic Turbo

1.6 Convertible 1990, Black. Abbott charge cooler. Dump valve and stainless exhaust. Good condition throughout. 16" three-spoke akkoys. Tax and MOT June 2012. One owner, last fifteen years. £4995.  
Tel: 01206 395428 (Essex).

## 9000

### 9000 Aero

2.3 Full Turbo. Black auto 1998. 120,000 miles. FSSH. Expertly maintained, no rust, excellent condition inside and out. MOT July 2012. Offers around £2,000. Tel: 01463 230757 or email: [rewardingdogs2000@yahoo.co.uk](mailto:rewardingdogs2000@yahoo.co.uk) (Inverness).

## BITS AND PIECES

### 9000 Items

Front centre arm rest, dove grey leather £20. Also tow bar (fixed type) comes with all fixings, ball and flipper cover £30. Collect Northants or can arrange delivery at cost. Tel: 07770846449 or email: [peter@pageo.co.uk](mailto:peter@pageo.co.uk) (Peterborough).

### 9-3 Winter Wheels and Tyres

Two new and two part worn, Polargrip. On Saab 6.5 JX15. Two Firestone T2 300d and two Kingpin Polargrip Sportway Alpin 2 – balanced. Buyer collects, Melton Mowbray. £400  
Tel: 01664 444668 (Leics).

## MISC

### Oil Leaking from Distributor

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

### Saab 96/Sonett

1815 twin exhaust engine complete with Saab crossover inlet, Weber 45,s, Saab aircleaner tubes, and a complete exhaust system. The engine is built to works specs by a specialist firm in Orebro some years ago. It has done about 100 miles stage work since it was built and has been in storage the last few years. We also have a spec three gear set and four machined football wheels for sale. All items based in Sweden, please contact Chris Foxley 99T Registrar.  
Tel: 01824 750639  
E-mail: [99t@saabclub.co.uk](mailto:99t@saabclub.co.uk)

## HOLIDAY LETS

### New Apartment in Western Algarve

Prices for Saab owners start from £425 per week. Featuring air conditioning and underfloor heating for year round comfort. Superb sea views, outdoor pool. Sleeps up to six. Two bedrooms, two bathrooms. Fully equipped kitchen. Satellite TV. Free wi-fi. Beaches and town within easy reach.  
Tel: 01277 623846 or email: [alexanderalgave@aol.com](mailto:alexanderalgave@aol.com)

### Yorkshire Dales Cottage

Two bed, refurbished apartment in Reeth, North Yorkshire. Sleeps five. Four star Visit Britain rated, stunning.  
Tel: 07976 312134.  
Discount for SOC Members.  
[www.alpynecottagereeth.co.uk](http://www.alpynecottagereeth.co.uk) or email: [fourdunns@ntworld.com](mailto:fourdunns@ntworld.com)

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# Winter Warmers

This season's special offers from SOC Insurance

## FREE HOME EMERGENCY HELP

So, it's a dark, icy cold evening in the middle of winter and your TV viewing is disturbed by your heating system making a racket. That's one of the sure signs of a frozen pipe, so you switch off the boiler and realise you're never going to get a plumber out this late at night. Just then the ceiling starts dripping water. Your frozen pipe has burst. What do you do?

SOC Insurance is adding its HomeCALL service, FREE of charge, to all home insurance policies this winter. The cover normally costs £22.50 and provides a home emergency helpline to arrange for one of our qualified tradespersons to attend to the problem with the minimum delay. Amongst other things, HomeCALL also offers free legal advice and covers the costs of a number of legal actions including consumer disputes, employment tribunals and proving acts of identity theft.

## £5 OFF UK BREAKDOWN COVER

Imagine you're dashing out the door on a frosty winter morning. You get to the car, unlock, pile your stuff in and go to start the engine so you can clear the windscreen. You turn the key and... nothing! You try again (don't we always)... still nothing! It could just be a flat battery but it could be something else. What do you do?

UK Breakdown Cover from SOC Insurance normally costs just £54.50. However, as winter is notorious for car breakdowns we're currently offering club members the full UK cover including the vital HomeStart service at the reduced price of £49.50.

So now that's 2 offers from SOC Insurance designed to help you through the coming winter. SOC Insurance - providing something of value just when you need it.

You should call us FREE to arrange cover and be protected from winter's worst

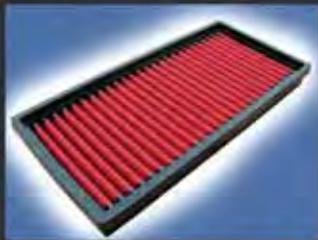
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