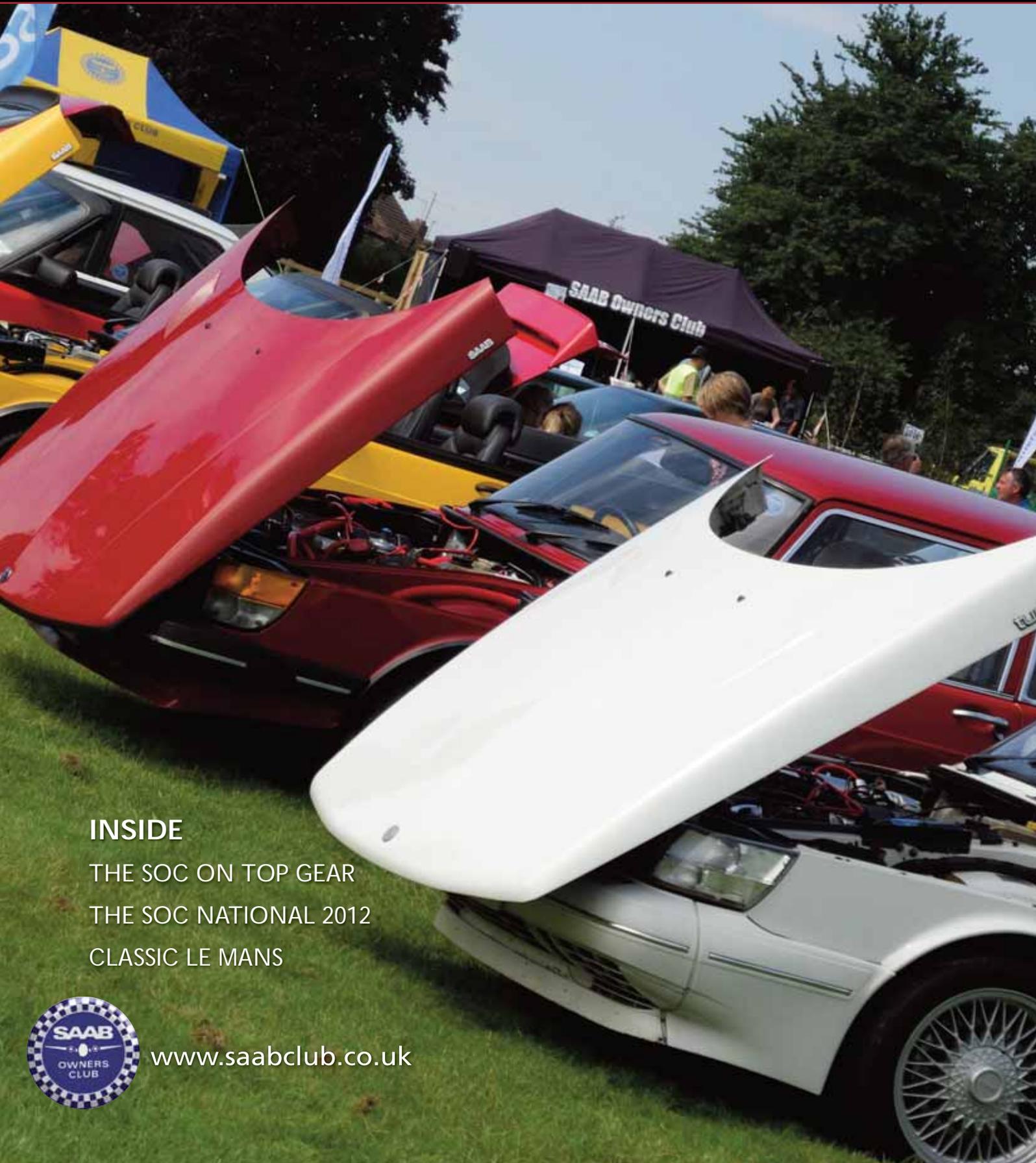


NOVEMBER/DECEMBER 2012 ISSUE 5 £6.00

# SAAB DRIVER

The Magazine of the Saab Owners Club of Great Britain Limited



## INSIDE

THE SOC ON TOP GEAR

THE SOC NATIONAL 2012

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FRONT COVER: SOC National 2012 © Mark Edgar

Please state your Membership Number on all correspondence

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

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

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

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Jan/Feb 2013 ISSUE: 30th Nov 2012  
March/April 2013 ISSUE: 11th Jan 2013

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

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## CLUB VALUATION SCHEME

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

Ken Dover  
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.

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# STEERING WHEEL



As I write this, two days after our AGM, and as winter starts to set in, it can be a time when we tend to hibernate from our normal summer season SOC activities. Well, not this year. Checking my diary reminds me that we still have the Swap Meet/Spares Event, the Neo Brothers track day followed by the NEC Classic Car Show in the middle of November. Looks like we are going to be busy with some great events to get to.

Please come along and see us at the NEC. Following our involvement in the making of the Saab tribute earlier this year, our stand will feature a Top Gear theme with some of actual cars from the film.

We would like thank all of you who joined us for the AGM, it's always great to meet up with friends old and new. We would also like to offer a big thanks to Neil Marfell and his team at Gloucester Saab for hosting the meeting and looking after us so well. It is much appreciated by all of us.

In addition to the formal AGM and discussion session afterwards, we also tried something different this year in the form of a short presentation covering our achievements over the past year and our outline plans and aspirations for the next. I plan to include more details in the next issue, but in the meantime I can summarise our priorities for next year as follows:

- Continued sound Club financial results
- Successful International event
- Membership growth
- Expanding Members benefits and services
- More events

We have noted all of the comments and suggestions from the open discussion and will consider all of these in due course. Thank you all for your contributions.

We are delighted to welcome Rachel Hillier and Alex Rankin onto the Board. They have both already contributed a lot to the Club and I know that we will be hearing a lot more from them in the future. Rachel will be taking on the Members Benefits & Services role and Alex the Club Publicity & Awareness role. These roles will be closely linked to our Membership drive and compliment the work that Mark Edgar has already started. We are very lucky to have all three of them on-board.

Whilst we are on the subject of the team, you will see below that we are still seeking a successor for Keith Copperwheat who will retire in March. You will also see that we have added a little more detail about the job along with a modified title. I believe that this role would be ideal for either:

- a young budding person with some financial or book-keeping skills who would maybe like to develop their experience and even expand their CV.
- Someone with similar skills but are looking for an interest outside of work for a few hours a week.
- A retired person, who would like to keep their hand in and be part of a team of like-minded people.

If you think you may fit one of these descriptions and would like to know more please get in touch with me. I look forward to hearing from you.

The organisation of the International Event next August is coming together nicely thanks to the good work of our sub-committee. This is going to be a fantastic event and probably the biggest and best that we have put on for some years so you will not want to miss this one. Please see page 14 for more details.

I have recently held a meeting with the Managing Director of SaabPartsUK. In case you are not aware, SaabPartsUK is owned by SaabParts in Sweden who, in turn, are owned by the Swedish

Government. SaabParts were never a part of the bankruptcy, operating somewhat independently from Saab. You will have read in their press statements here in 'Driver' that one of their objectives, if not the main one, is to ensure that parts are made available to the repairers to keep our cars on the road. I am pleased to report that they have made significant inroads in recent months and that we can be even more confident in the supply in the future. They say that the availability of stock items is significantly improved from the dark days a few months ago. Although I am sure that it is not yet perfect and there may still be some issues out there, I have to say that my impression was that they are working really hard to improve with some quite tough targets. Corin Richards, the MD, is also interested to hear of any problems that our Members may have, so please drop me a line with your story if you are suffering any parts problems and I will pass them onto him.

In the next issue I will prepare the details of our meeting in the form of a Q&A so please watch out for this.

At the same time, we touched on the recently launched Saab Secure warranty scheme. Since then I have been in touch with the company behind the scheme and will report back on this in due course.

We have also been working hard on our special Golden Jubilee events throughout next year. There will be something for everyone in various locations around the country, so please keep a look out in the next issue and on our website for more information.

Coming back to the weather and winter season, one of the jobs on my list to do soon is to get our winter wheels and tyres out and some polish on the rims. Last year I was lucky enough to pick up sets of spare wheels for my 9-5 and Hilary's 9-3 so, in view of the bad weather in the last few years, I thought let's fit up some winter tyres and try them out. I have to say that I was really impressed. Although we didn't actually see a whole lot of snow around here, the grip in cold and icy conditions was a transformation. I think that as tyres have developed, the traditional summer tyre has become less suitable for this time of the year, especially with the extra widths and lower profiles. When it comes to getting around in the snow us Saabers must still show the way!

Although it is a little early, may I wish you a Very Happy Christmas and New Year from us all.

Be careful out there.

Mike Philpott

## VACANCY Club Treasurer

With Keith's pending retirement, we are seeking a Club Treasurer to fill his position. The main tasks include:

- Paying invoices and expenses.
- Keeping computerised records of all monies in and out and reconciling with bank statements.
- Paying the VAT every three months.
- Preparing basic reports for each Board Meeting.
- Overseeing the year end accounts.
- Advising the Finance Committee and Chairman.

If you would like to offer your services or just find out more please contact Mike Philpott at

**chairman@saabclub.co.uk**  
or call me on 01280 705 369

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## SAAB PARTS UK HELPS PREPARE SAAB OWNERS FOR WINTER

With winter lurking just around the corner, Saab Parts UK is launching a seasonal Winter Check and Top Up offer for all Saab owners. Available through Saab's national network of 87 Authorised Service Centres until 31 March 2013, the Winter Check involves a full inspection and top up of all essential fluids and tyre pressures, reducing the chance of incident and breakdown during the coming months, all for a fixed price of only £19.99\*.

Recognising vehicles perform differently in cold weather, and taking action early is good preventative care, Saab Parts UK is offering all Saab Service Club members booking a Winter Check, a Winter Aftercare kit completely free of charge\*\*.

The winter kit comprises of a car shampoo, screen wash, de-icer and a window scraper and can be claimed by simply registering your Saab on the Saab Service Club web-site: [www.saabserviceclub.co.uk](http://www.saabserviceclub.co.uk) and downloading the corresponding Winter Aftercare kit voucher.

Saab Service Club was set up to offer all Saab owners exclusive benefits and savings through service and parts offers for maintaining their vehicle through the national network of Saab Service Centres. Promoted within the network and featured on the Saab Parts UK homepage, Service Club has already successfully attracted over 20,000 members, and the plan with Winter Check and future offers is to continue to offer increased customer value and grow the family of members.

David Leighton, Business Development Manager at Saab Parts UK, said: "Following the success of the Saab Service Club to date, we wanted to ensure our owners are prepared before winter arrives and equip them with a free Winter care pack as a thank you for their loyalty.

"The good news is this is not a blink and you'll miss it offer as the Saab Service Centre network will continue to offer the Winter Check and top up through until 31 March 2012."

To find your nearest Saab Service

Centre simply visit [www.saab.co.uk](http://www.saab.co.uk) and select the Locator function at the top right hand side of the homepage.

*\*The Safety Check is a 25 point visual vehicle inspection only. Any recommendations made are not legally binding and the vehicle driver remains responsible for the roadworthiness of his/her vehicle, and for any related offence. If you choose not to have any remedial work done we may recommend that certain essential work be carried out on the grounds of safety before you drive your vehicle. Top up quantity is limited to a maximum of half a litre. Checks are subject to availability. Offer ends 31 March 2013.*

*\*\*Free Winter Aftercare Kit. Offer covers the cost of a Winter Aftercare Kit for privately owned Saab vehicles registered with Saab Service Club. Offer valid at participating Saab Authorised Service Centres only. Free Winter Aftercare Kit offer ends 31 March 2013. This Complimentary wintercare kit offer is only available on vehicles booked in for a Winter Check with a Saab Authorised Service Centre between 1 October 2012 and 31 March 2013.*

## INSURANCE MATTERS

Neil Franklin of SOC Insurance, explains the gender directive.

December heralds the introduction of the much-publicised Gender Neutrality rules, arising from the European Court Of Justice decision in relation to motor insurance rating. Despite many years' empirical evidence supporting female drivers as being better risks for UK motor insurers, the market will have to demonstrate that it no longer gives pricing advantages on the strength of gender.

Many factors influence the totality of an insurer's rating strategy, so it is difficult to predict how the market will approach the necessary changes to pricing, although the generally held view is that motor insurance policies in the UK will, on average, become more expensive for women, especially those under the age of 30. In the end, however, rates are always driven by underlying profitability, so it will be interesting to see what emerges for both general insurers

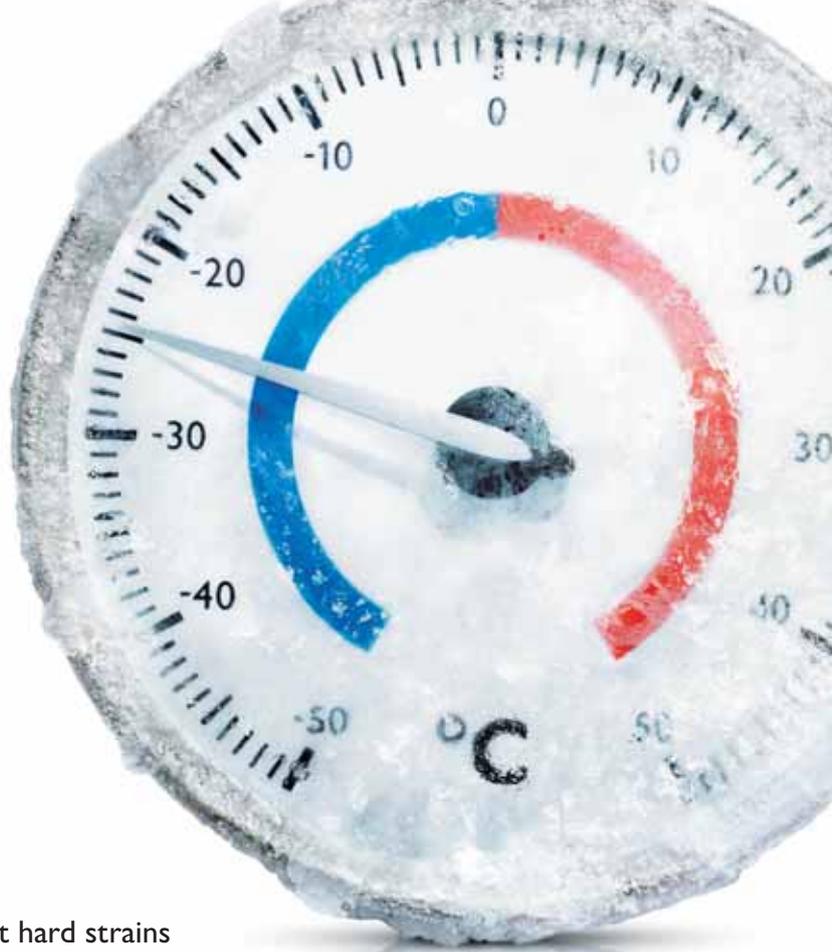
and female-focused brands alike.

The doldrums loom for motorsport fans, as the various competitions near their climax. Astonishingly close finishes to both the British and World Superbike Championships, with BTCC, WTCC, MotoGP and Formula 1 still up for grabs in the final races. I'll be going into hibernation mode (log fires, real ale and football) until spring arrives, when it starts all over again with new teams, drivers, machines and endless speculation. Marvellous!

I'd like to take this early opportunity to wish you all a joyful Christmas and New Year, with sincere thanks to all clients for your continuing loyalty.

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# JOURNEY'S END

In May 2012, Wendy and I achieved a long held ambition of taking our 900s, Saabastian to Ardnamurchan lighthouse (the most westerly point on the UK mainland).

The journey involved a trip across from the mainland to Mull on the Fishnish ferry, up to Tobermory, another ferry across to Kilchoan, up to the lighthouse and then back to Perth via Strontian.

Winging it down the hill into Tobermory to catch the ferry, we screeched to a halt outside the famous Tobermory chocolate shop where we managed to take a couple of photos. We looked around for the owner but with no luck. We made it across to Ardnamurchan where the weather was glorious. The trip back was long but fantastic. If you are up in this neck of the woods, it's highly recommended!

Iain Clement



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## Saab Park Assist Tone

The Park Assist (SPA) on my 2005 Saab 9-5 Aero Estate Automatic, sometimes produces a continuous tone immediately reverse is selected and generally does so for the rest of the journey, whenever reverse is selected regardless of whether there is anything behind the car or not.

Sometimes, it appears to start working normally, by producing an interrupted tone when approaching an object behind the car, but then changes to a continuous tone after a few seconds and then only produces a continuous tone for the rest of the journey when reverse is selected. Sometimes it appears to work normally.

Cleaning the sensors in the rear bumper makes no difference to the problem. I have disconnected the sensors and measured the resistance between the three connecting pins and all four sensors produce the same readings. I assume, therefore, that the problem is not caused by a faulty sensor.

I have tried disconnecting and reconnecting the SPA control module (Saab part number 5267125) in case there was a poor connection, but it has not made any difference. No fault messages or codes are produced by this problem.

I was going to temporarily swap the SPA control module with the one from our other 9-5 to see if the problem moved with the module, but the other SPA control module has a different (Saab part number 5262340) and the sensors in the rear bumper look different, so I am not going to swap it now.

Can you suggest anything I can do to prove whether it is the SPA control module that is at fault? I believe that DICE is involved with SPA as well.

Jeff Dahlke

*In 99% of cases it's a sensor giving an incorrect reading. Tech 2 can identify which sensor is at fault, I am not sure measuring and checking sensors with a meter is conclusive, never changed a control module.*

*I suspect there can be a potential problem with moisture in the connectors to the sensors. However, when I have checked for fault codes using Tech 2 and replaced the sensor or sensors that are indicated as faulty, the fault is usually easily resolved.*

*It is probably worth having a diagnostic check carried out.*

## Creaking Suspension!

I have an 'R' Registered 900 Saab Talladega. When I open the door and sit into the car I quite often hear a creak which appears to come from the rear, possibly near-side suspension.

As I pull away slowly and then start to accelerate, it also tends to happen. It has recently passed its MOT without any trouble and I am going to have it serviced at my Saab garage. I have spoken to Chris who owns the garage and he thinks it might be the suspension bushes.

Alan Eades

*I suggest it may be the rear handbrake shoes/cable sticking, or one side is not applied fully. See if the symptoms are present when the handbrake is not applied.*

## Wet Patches

Quite wet areas have appeared on the rear carpets of my 1999 9-5 Estate. Coming from the rear vents when A/C on is a 'gurgling watery' noise! Could the two combined be some indication of the problem?

David Ghost

*Wet carpets are usually caused by blocked drains from the AC evaporator. You need to remove the centre console side trims on both sides and you will see two rubber hoses attached to the lower part of the housing, the housing is where the pollen filter fits. Blow these hoses out with an air line so there are no obstructions, check the housing outlet, they exit through the front floor pan.*

*Water inside the car is not good especially on the passenger side as the Twice unit is situated under the pass seat, if water gets inside this unit it may cause damage to the central locking motors, it may also affect the immobiliser system function.*

Will attempt to remove side trims. Do you mean by centre console, the centre cubby box between the front seats? There appears to be some draining going on as water appears on the drive when car has been parked.

David Ghost

*There are three drains, one in the bulkhead, two inside the interior. Remove, or should I say peel back the side carpet pieces to access the bottom of the heater box housing.*

## Switching Off

My 9-3 has developed a windscreen wiper fault. When the switch is in off (0 position) they run regular speed non-stop and won't switch off. All other functions work fine. I've checked the relays and they seem OK. The windscreen wipers are not auto.

Andy Rodger

*If washers are OK, it's probably a faulty motor, might be worth also checking that the wiring has not been damaged by the wiper mechanism, it can catch and partly wear through the insulation in the bulkhead area. There are two fuses that should be checked associated with the wiper motor under the bonnet, fuse 17 and 21.*

## Warning Light

My SRS warning light has come on. I have been to my Saab garage and a diagnostic test pointed towards the driver's air bag. This was replaced but the SRS light still remains on.

Alan Eades

*It's probably that the connecting unit is faulty, ie the tape spool that connects the airbag to the steering column wiring.*

### Saab 9-3 03 onwards B207 1.8t, 2.0t and 2.0T

Any clicking noise or rattling noticeable, when the engine is cold should be investigated.

Also, if the engine resonates at certain rpm ranges, it is probable that the balance chain has already slipped or has broken. It's easy on this model to remove the timing cover with the engine in situ, normally takes about three hours.

Whilst it's not a very common problem, as these engines cover more miles I am sure it will be more of an issue.

The problem is often the balance chain tensioner or broken chain guides, this results in a slack chain which can potentially damage the timing chain, in extreme cases this could cause serious engine damage, ie bent valves and possible damaged pistons. This would probably mean a replacement engine.

This engine has proved to very durable, it has no history of sump contamination and whilst regular oil changes are important, they are fairly resistant to lack of maintenance.

### Saab 9-3 2004 2.2 Brake Lights On

An interesting fault. Brake lights on all the time when the ignition is on or car running, when ignition is off, the brake lights operate OK.

Checked brake light switch, for correct operation, all OK.

After a considerable time which involved swapping the UEC, (under bonnet electrical centre) which controls lights and all under bonnet functions, we found the brake light fuse missing.

This was not found initially, as the fuse number on the Workshop data system was incorrect, the owner's handbook was correct.

When this fuse was fitted the brake lights operated correctly.

On another 9-3 of the same vintage, the NSF headlamp was on all the time, even with ignition off, this was found to be an internal fault in the UEC.

### Used Saab Cars, Prices Rising

There is now a shortage of late model year used cars as they are not now in production. These last remaining used Saabs are now becoming hard to find and prices are rising.

This year I have found and sold more used Saabs than ever before, demand has been strong, I would say if you want to upgrade do it soon while you can.

Lease vehicles are often on 12 month contracts, when these vehicles are returned they are sold in the trade, they are now scarce as Saab sales in 2011 were low.

Whilst there are plenty of older models, they are often above average mileage but still represent exceptional value.



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# NOTICEBOARD

## GM900/9-3 REGISTER Update

You may have noticed that our new Registrar has not been able to submit a column for a couple of issues. Due to unfortunate personal circumstances, Wes has had to prioritise other things for a while, but we hope very much that he will be able to resume the column in the near future.

Please accept our apologies that there is again a limited amount of material relating to these cars in 'Driver'. We hope you understand that as all our contributors are volunteers that occasionally life's complications just get in the way. In the meantime, if you have any specific GM900/9-3 queries, please direct them to myself, and I will attempt to address them on his behalf. If you have larger articles about these cars, send them direct to the editor, Dave Garnett. We will try to include as much material as we can on this basis.

Thanks for your patience.

Al Philpott

## THE PEAKS AND DALES

SATURDAY, 1 JUNE 2013

For more information please contact:

Richard Elliott

01457 852944

## DISPLAY ADVERTISING

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

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**International Saab Clubs Meeting Great Britain 2013**  
*Celebrating 50 years of British Saab Clubs*

### August 2-4 2013 – Wicksteed Park, Kettering, Northamptonshire

Celebrating 50 years of Saab Clubs in Great Britain, the 2013 International Saab Clubs meeting will be held at Wicksteed Park in Kettering, and we need your help.

We will need dozens of volunteers to help with preparing welcome packs, registration and reception, manning the gate, parking marshals, manning stalls etc. Please let us know if you are prepared to spend just a couple of hours helping to make this event really special!

We also need your ideas and offers to run a series of stalls with a 'Saaby twist'. How about someone to produce a board of parts for people to guess? Or a

coconut shy that swaps coconuts for old carburettors? I am sure you can think of better ideas, please discuss with your friends and send them through to me.

#### Draft Programme

##### Pre-Event Tours

- Lake District and Southern Scotland
- East Anglia

##### Friday

- Arrival and Registration
- Private ride hire in Wicksteed Park
- Welcome Supper & Event opening

##### Saturday

- Registration

- Local tour(s)/visits
- Technical talks/demonstrations
- Spares/swap meet & trade stalls
- 'Village Fete' with a Saab twist
- Car displays
- Gala Dinner & entertainment

##### Sunday

- Beauty Contest/concourse
- Spares/swap meet & trade stalls
- Awards ceremony & cream tea

##### Post-Event Tour

- Cotswolds & Heart of England

Alistair Philpott

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

[www.intsaab2013.com](http://www.intsaab2013.com)

## Steve wants your dates!

Steve will be grateful if all Local Groups can submit their events for 2013 as soon as they are planned. Please e-mail any events to Steve Trigg at: [stevetrigg@btinternet.com](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 November/December 2012 issue is 7 December 2012.

PLEASE QUOTE YOUR MEMBERSHIP NUMBER ON ALL CORRESPONDENCE

PLEASE SEND STEVE YOUR DATES AS SOON AS POSSIBLE!

### NOVEMBER

#### WEDNESDAY 14th Ebor Saab

Extra Group Meeting – Outside  
Speaker, 7:30 for 8:00. Possibly York  
Police – road safety film etc.  
Contact: Karl Moxon.

#### FRIDAY 16th-18th NEC Classic Motor Show

#### WEDNESDAY 28th East Midlands Saab

Pint and Chat, 8.00pm  
**South Yorkshire Saab**  
Natter & Noggin, Club House at  
8.00pm.

### DECEMBER

#### THURSDAY 6th East Anglia Saab

Meeting 7.00pm.  
**WEDNESDAY 12th**  
**Ebor Saab**  
Group Meeting: ideas for 2013  
7:30pm for 8:00pm.

#### WEDNESDAY 12th East Midlands Saab

Christmas Do 7.30pm. Bar meals, card  
swap etc – save yourself the postage.

#### South Yorkshire Saab

### JANUARY 2013

#### Thursday 3rd East Anglia Saab

Meeting 7.00pm  
**WEDNESDAY 30th**  
**South Yorkshire AGM**  
Contact: [saabinn@virginmedia.com](mailto:saabinn@virginmedia.com)

### FEBRUARY

#### THURSDAY 7th East Anglia Saab

Meeting 7.00pm.  
**MARCH**  
**THURSDAY 7th**  
**East Anglia Saab**  
Meeting 7.00pm and AGM.

### REGIONAL GROUP MEETINGS

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

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

**Ebor Saab** hold their Club meeting every second Wednesday of each even-numbered month – 7.30pm for 8.00pm The Grey Horse PH, Elvington, near York.  
Contact: Chris Greenwood 01482 562087 – [brindlegreenwood@gmail.com](mailto:brindlegreenwood@gmail.com)  
or Karl Moxon 01482 847120 – [38mox@38mox.karoo.co.uk](mailto:38mox@38mox.karoo.co.uk)

**East Anglia Saab** hold their Club meeting every first Thursday at The Woolpack, The Street, Fornham St. Martin, Bury St Edmunds, Suffolk, IP31 1SW from 7.00 pm onwards. Contact: Rachel Hillier, email: [SootySaab@aol.com](mailto:SootySaab@aol.com) – [www.easaabclub.co.uk](http://www.easaabclub.co.uk)

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

**East Sussex Saab** hold their Club meeting every second Wednesday at The Cricketers Arms, Berwick. Detail are on our website – [www.eastsussexsaab.co.uk](http://www.eastsussexsaab.co.uk)

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

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

**South West Saab** hold their Club meeting every first Wednesday of the month at the Quicksilver Mail Pub, Hendford Hill, Yeovil, Somerset, BA20 2RG. Contact: [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** contact: [saabinn@virginmedia.com](mailto:saabinn@virginmedia.com)

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

### APRIL

**THURSDAY 4th**  
**East Anglia Saab**  
Meeting 7.00pm.

**GO TO OUR WEBSITE AT**  
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[robin@southwestsaab.co.uk](mailto:robin@southwestsaab.co.uk)  
Tel: 07515 112120

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



Hello and welcome to another edition of 'Driver'. It's that time of year again when the evenings are dark, as are the mornings, and one day just blends in with another, but at least there are still Saab things that are going on. For example, local Groups are planning their Christmas parties and, of course, there are still regular meets to attend, please see the 'What's On' in this edition and if you can, have a look at the Saab Owners Club website calendar, as this may contain events that were missed, in this edition of 'Driver'.

Anyway, let's go back to summer. Oh I wish! The weather was a bit nicer, Chris Wilcox sent me an article of an event he went to in Warwick.

"A few Saab Owners attended the Retro Warwick Show on Sunday, 12 August and had a space right near the entrance. This show is getting better by the year and this is the second one I have attended.

"Lots of interest was focused on our little patch, but there were plenty of other makes and types there, even an excellent Citroën XM turned up! Thankfully, the weather complied and it only shed a few drops on this show, which in my opinion, is getting better each time. I would encourage other Members to attend this show next year, as there is plenty for everyone – coffee bars, places to eat, etc, not to mention all the different cars, vans, motorbikes, and even scooters, one of which reportedly does 110mph and accelerated faster than a Subaru, which just goes to show the diversity of the attendees.

"A good deal of banter was shared between Saabski and daughter, Redsaabs. Viking Spirit (Theo), Vince, Transit 80 (me) and even Neil Campbell (Practical Classics) and family turned up in a Saab 900."



Thanks Chris, I too was there last year, but this year work commitments had me all tied up, hope to be there next year.

### **Saab International 2012**

This was a great success, I have had heard nothing but good feedback about this event. Below are two emails I received from SOC Members.

"This was the first international for me and a lot of other firsts too! First time to take a car abroad, first time on a camping holiday, first time to live a few days in a tent (grateful thanks to Robin for the loan of the tent), first time to cross the English Channel, by both ferry and Eurotunnel, so many new experiences to take in. To say it was a fantastic event is a total understatement. The highlights just did not stop coming! I have to echo Robin's thanks to Nicolas and Ellen, also the rest of the organisers who put on a truly fantastic event. I managed to meet lots of new friends in a very welcoming, friendly country. Saw some great cars, visited some fantastic museums, a superb chocolate factory, (far too much spent in the factory shop!) ate great food and had fabulous weather. For me the ultimate highlight was to be able to take my car around Francorchamps race circuit. This was an experience I will never forget! After my first session of three laps with David Dallimore as co-pilot, I was then given a second opportunity to do another session of three laps, and so with a quick swap of helmets my new co-pilot was Robin. When they say this is the most beautiful race-track in the world, I now know what they mean. To sum up, this was a most wonderful event, held in a beautiful country, with very friendly hosts. I have come away from Belgium wanting to live there, that is the impact it had on me. Thank you so much to

everyone who made this such a memorable event for me. I sincerely hope the UK event next year can be as successful. Well done all".

Also another email from Robin Morley of South West Saabs, he wrote:

"What a fantastic week we have just had while taking part in the Saab International in Belgium. Biggest of thanks must go to Nicolas, Ellen and the rest of the team who worked so hard to put together a great show for Saabists everywhere.

"This was the first time that I had taken part in the whole event, which included the 'Pre-Tours'. It was a great idea to have three tours taking place all at the same time and the start depended on where you joined the country. For Azzy and me it was in the west and we met up with Saab enthusiasts we knew and many other we were going to get to know, just outside Nicolas and Ellen's own town.

"Tuesday night started by putting up our tent in the garden, then getting ready to go for a meal and bowling. A truly brilliant night followed where we had to cook our own dinner on a hotplate before trying two games of ten pin bowling.

"Wednesday saw a drive to the Mahymobiles Car Museum in Leuze-en-Hainaut then dinner at Trolls and Bush, where we had to do a bit of beer tasting too.

"Thursday saw us drive in convoy to The Atomium in Brussels where we met up with the other two tours and then, after a bite to eat, a drive to The AutoWorld Museum, which is part of the Mahy family's collection of over 1000 cars. At 3.30pm another convoy was arranged and off to Spa Francorchamps for a drive around the famous racing circuit.

"Friday saw some of us heading for the chocolate factory

# AROUND THE UK



called 'Jacques' in Eupen. Another place to visit was Nessonvaux, which sadly I missed.

"On Saturday there was another tour organised, which took in the 'Musée du Circuit de Spa-Francorchamps' which is located at The Abbaye de Stavelot.

"Back in Spa the Saab party had started and over the next two days lots of chat took place around the centre of Spa."

Thanks for the feedback, sounds like a great time was had by all. Hi Etienne, see you at intsaab2013 in the UK.

## Saab Dealers and Specialists

They are doing an absolutely sterling job and they always do their best to help. I guess that's why Saab came out in eleventh place in a JD power survey, this was a very impressive achievement.

My SatNav in my 9-3 decided to pack up in September... it just would not read the DVD, so I made a call to Western Saab and the most helpful technician, Sean, advised how to get this repaired/replaced. Thanks for your help Sean. I then went to my local garage, Bagnall's, who confirmed the death of said SatNav, they had none in stock, so I went home and made an email enquiry to Neo Brothers and within two minutes, they confirmed they had one. This was about 16.50 on a Thursday. I paid via credit card and thought well at least by the middle of next week I would be all set up with Satellite navigation again... not so! To my absolute amazement the FedEx man was at my door the very next morning at 09.20 with the replacement unit. Thanks Neo's, now that's what I call speedy service, I must also thank Bagnall Saab for reprogramming the new unit into the car with the good old Tech 2 unit. Talking of which, whatever happened to the days when you could just remove your old valve powered Radio HiFi, which came complete with AM and VHF frequencies and replace it yourself... oh hum... the good old days!

Incidentally, if you have had some really good service from your Saab Specialist or supplier or anything else you think they should get a mention for, please drop me a line or email, or even via the good old telephone!

## Os Reid (aka T9man)

You must have seen that lovely 9-3 owned by Dr. Oswald Reid, yes him! Well, he has not been very well, in fact, he has been very poorly, he had a brain tumour removed in September and at the time of writing this, his loving wife Alison was doing a sterling job in nursing him back to good health. The post I put on the UKsaabs website was flooded with best wishes and messages of 'get well soon'. There was one common theme throughout the post and that was 'Dr. Os is a true Gentleman', I second that, he is forever doing things for charity and helping out and donating to many good causes. Get well mate.

## 50 years of 007

I can hear the gasps from here, but don't worry as you read on it will make more sense.

On arrival of my September edition of *Auto Express*, there was a feature on cars driven by 007. I said to my son that there was a Saab 900 created for a Bond film, don't ask me which one, but I am sure there was. Anyway, as I ploughed through the magazine, they listed every car he had driven, they even listed the Tuk Tuk as a Bond Car, all were there except... yes you guessed it, the Saab 900. Totally unimpressed by this, coupled with looks of doubt from my son and the soon to be ex-Mrs Elli (well, she gave me the same doubtful look), I scoured the internet and found it. Those looks I was getting soon turned to 'wow, I didn't know that'... no apology followed though! Does anybody know what 007 film this 900 appeared in, or for that matter, was it ever used in a Bond movie? I would love to know.

## Did you Know?

1. Rather like the first T-model Ford, you could have an early Saab 92 in any colour you liked – as long as it was Bottle Green. The paint was readily available in surplus army supplies left over from the war. Saab did not offer a colour choice until 1952.
2. In 1993, Saab adopted a feature commonly found in aircraft cockpits when it introduced 'need to know' instrument and information illumination on the new Saab 900. The innovative 'Night Panel' feature on Saab cars allows the driver to eliminate potential distraction by switching off main fascia displays, except the speedometer and essential warning lights.
3. Saab engine guru, Dr Per Gillbrand, often described as the father of the production turbo, has a very simple explanation for his commitment to turbocharging. "All engines have an oil pump, a fuel pump and a water pump", he said. "So why not an air pump, which is all a turbo really is? I think it's odd that all engines don't have one!"
4. Saab staged what is probably the world's highest car launch when it presented the Saab 9-5 Aero Wagon in 2000. At an airstrip near a New Mexico ski resort in the United States, 2,650 metres (8,700 ft) up in the Rockies, journalists were invited to carry out acceleration runs with the new Saab and other high-powered cars from premium class competitors. The results demonstrated how Saab Trionic engine management was able to maintain the turbo engine's performance, despite the thinner air of high altitude, while the other cars were left behind.

5. In 1966, to keep the arrival of the upcoming Saab 99 secret, endurance testing of prototypes was carried out inside an old aircraft hangar. Non-stop runs were conducted as the prototypes circled round and round for several days at a time to test driveshaft durability.

6. The best selling Saab of all-time is still the first generation 'Classic' 900. A total of 908,817 were built between 1978 and 1993, of which 48,888 were Convertibles. Widely viewed as one of the most charismatic Saabs, many 900s are still seen on the road today, 13 years after

production ceased. Some are treasured by collectors, but most are used for regular daily transport. Saab reliability and durability has enabled them to clock up extremely high mileages.

7. In 2006, 20 years after its launch, total sales of the Saab Convertible passed the quarter million mark, confirming Saab's prominent position in Europe's premium soft-top segment. In many markets, the Saab convertible has been the best-selling model in its class.

8. When the cameras roll and the action begins, it is the Saab Convertible that often gets the part. Jack Nicholson (As Good As It Gets), Matt Damon (The Bourne Supremacy), Richard Gere (Final Analysis), Paul Giamatti (Sideways), Jerry Seinfeld (Seinfeld TV show) and Reese Witherspoon (Sweet Home Alabama) have all appeared in a Saab Convertible on screen.

9. As early as 1952, Saab set an industry standard in locating the Saab 92's fuel tank low down, between the rear wheels – for good impact protection and improved weight distribution.

10. In 1991, Saab set another industry design standard by introducing handy, under thigh, storage pouches on the leading edge of the front seat squabs on the new Saab 9000CS. This feature has now been commonly adopted by other manufacturers.

11. The smooth, choreographed action of the Saab 9-5's cup holder so impressed a UK journalist from *The Times* newspaper, he likened it to watching a Saab Gripen fighter rolling out of formation and lowering its undercarriage before coming into land.

12. Saab engineers love to 'talk torque' when discussing turbocharging, referring to the effortless, tidal wave of pulling



power that is on tap without needing to 'rev' the engine hard. In fact, the long, flat torque 'curve' of a typical Saab turbo engine has frequently been likened to the plateau-like profile of Ayers Rock in Australia.

13. Gunnar Ljungström, the aircraft engineer who led the Saab 92 project, maintained a spirit for innovation long into his retirement. In his 80s, he designed a wooden chair that converted easily into a step-ladder for elderly people in the home. It was produced for a time by a firm in Trollhättan, Saab's home town.

14. There are several good reasons why the ignition in Saab cars is traditionally placed between the front seats. Good ergonomics, inherited from the cockpit design of Saab aircraft, dictated an easy-to-use location adjacent to the handbrake and gearshift lever. This position also reduces the risk of knee injury in a crash impact. And it is no coincidence that the central console is where most controls can be found in aircraft.

15. In 1985, long before green energy became an agenda item, Saab's first concept car, EV-1, featured solar roof cells to power a ventilation fan to keep the interior cool when parked in hot temperatures. It also included integrated, self-repairing bumpers and an instrument 'Night Panel' facility, both features to appear on later production cars.

That's all for now, I wish you a Merry Christmas and a prosperous New Year. The next edition will feature the local Groups' Christmas activities and also the NEC Classic report. Keep the Faith, Keep Saabing.

Elli

## CALLING ALL NORTHERN SCOTS...

Membership records show that the Club has around 130 members living in the AB, DD, HS, IV, KW or PH postcode areas of Scotland, with a spread of interest across all Saab models... yet the nearest SOC Group is in Dumfries & Galloway and the Borders.

We'd like to establish the level of interest that there might be in forming a 'North of Scotland' Group.

If you are one of those 130 Members, please let us know what you think, either by dropping me an email at

branches@saabclub.co.uk – (or write to me at the address on page 16) or by phoning Derek Darnell (a SOC member in Muir of Ord, who has offered to help co-ordinate responses) on 01463 872 867.

The size of the geographical area may work against frequent meetings, but there is much that could be done to support SOC members in this wonderful part of 'God's own country' all ideas welcome.

Look forward to hearing from you!

# From a Land DOWN UNDER

The Story of a Saab Enthusiast  
in Australia and New Zealand



I have recently returned from a year away in Australia and New Zealand, and like any true Saab enthusiast, took it as my duty to record all exciting Saabs I encountered. As I'm sure everyone else does, whenever they are on holiday. (well, I hope it isn't just me anyway!). As far as my 'research' was concerned, I was only hunting pre-GM Saabs, which I hope you will agree, would be the only cars falling into the 'true' Saab category.

It was rather fun walking around with friends, and watching the look on their faces when I would yelp in excitement and whip my camera out and snap a photo of a passing car, or run up the road to take a photo of a Saab that I'd just spotted on the horizon. Even after explaining everything to them, it was still rather satisfying that they still didn't 'get' it - we really are a unique lot aren't we.

I don't know the facts and figures for imports to Australia for Saabs, although I'm sure someone can find them in book or two. But I can't imagine that they were very high. I can only imagine how astronomically expensive they would be, compared to the locally produced cars or ones imported from Asia. The fact that they have an active Owners Club though, shows that those left are rather well looked after and highly regarded. Prices seem to be on the high side too, as you might expect for these rare cars. I've just seen two Yellow Classic 900 Convertibles for sale in New Zealand for \$10,000 each, so about £5,000.

As you can imagine, this was not the most prolific Saab spotting location in the world, but it did throw up a wonderful selection of classic Saabs. I spotted about 20 Classic 900s; including several Turbos, a couple of Convertibles, an Aero and an unusual EMS, one 9000 Carlsson, and just one early Saab, a beautiful V4 96. It probably helped that I was based in Melbourne and Sydney for most of the year, as on the times I



visited the 'Outback', I didn't spot a thing: all Holden Utes and Japanese cars. For pretty obvious reasons owning a more unusual car, in the middle of the desert, could cause a real headache in both getting parts, and then getting them fitted. This is certainly true when a breakdown could realistically be the difference between life and death.

Very few were in what you might call concourse condition, but all the cars I saw were on the road and taxed, so hopefully in regular use, which I thought was great. Maybe the very best cars were hidden away in garages, away from prying eyes. They mostly had similar mileage to our cars back home, so over the 200,000km mark, again showing they are well used. Melbourne was certainly the hot spot for Saabs, put down I think, to the more European or cosmopolitan nature of Australia's second city. For the same reason, I always seem to see more Saabs in cities, like Cambridge, it's true that Saab owners are an intelligent and individual bunch.

It was also in Melbourne, I found the 9000 Carlsson, so obviously they know how to let their hair down every now and again. I was very excited spotting the Carlsson, as I haven't even seen one on the road in the UK outside of our Owners Club rallies. Melbourne was also the city my favourite Classic 900 turned up in, a T16, in glorious Silver, with all the trim and a stonking whale tale, beautiful. A car that stated quite loudly, 'Hey, you in the Porsche, have a go if you think you're hard enough!' This beauty fortunately, was just round the corner from where I was living, so got to see it most days, although I never did bump into the owner sadly. In fact, I only chatted to one owner, of an early 900 near Bondi Beach in Sydney, who had just pulled up with his young son. His reason for owning it, simply it was a great unusual car, what made my day though was the comment his son

made as I was walking away; "Was he talking to you about your car dad, that's cool!" An enthusiast in the making I hope.

It was six months until I spotted the 96, at which point, in all honesty I was losing hope of finding one. It was at a massive car rally called Motorfest in Sydney, to mark Australia Day on 26 January, understandably a pretty big day and the gathering was really very impressive and, in fact, billed as one of the day's highlights. Over 1000 entrants, including cars, commercial vehicles, military vehicles; so everything from vintage steam driven cars, to a collection of about a dozen Jaguar E-Types, and literally everything in-between. It was a V4, but I couldn't read the number plates well enough to know its exact year. It was the only Saab on display, so I was overjoyed when I saw her. She was looking rather sad in the rain, but nonetheless, still the best car in the show, in my totally biased opinion.

New Zealand was a rather briefer trip at the end of my year away, but it was still encouraging that there were a few Saabs knocking about, well five to be precise. They were all Classic 900s, the only one that got away, as far as a photo is concerned, was my first spot, a White Convertible, roof down, heading into Wellington. With my favourite, a perfect Red three door, found in the middle of the night, after admittedly one or two ales, which I discovered in the morning I'd taken about 20 (rather poor) photos of!

I hope you find these as interesting, as I found them enjoyable to find and photograph. It's encouraging that even in this distant land from Trollhättan, there is still a love of this odd Swedish car marque. Part two, to follow, as I will shortly be returning to New Zealand for another year. So here's to another happy year of Saab spotting in Australasia.

Tom Mead

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## SAAB AUTHORISED REPAIRERS

To advertise in our exclusive Saab Authorised Repairers' listings. Please contact Kay Scott.

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SERVICING	PARTS	BODYSHOP	MOT	SALES
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**DISCOUNT TO SOC MEMBERS**  
30% off labour, 15% off parts

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**DISCOUNT TO SOC MEMBERS**  
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**DISCOUNT TO SOC MEMBERS**  
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**DISCOUNT TO SOC MEMBERS**  
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**DISCOUNT TO SOC MEMBERS**  
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**DISCOUNT TO SOC MEMBERS**  
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Welwyn Garden City, AL7 1AN.  
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W: saabtechlimited.co.uk

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

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SERVICING	PARTS	BODYSHOP	MOT	SALES
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**DISCOUNT TO SOC MEMBERS**  
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**DISCOUNT TO SOC MEMBERS**  
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yes	yes	no	yes	yes

**DISCOUNT TO SOC MEMBERS**  
10%

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Omagh, BT78 5JH.  
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W: gormleymotors.com

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yes	yes	no	yes	yes

**DISCOUNT TO SOC MEMBERS**  
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W: schonevillesaab.com

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yes	yes	no	yes	no

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

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W: parkssaab.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	no	yes	yes

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

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**DISCOUNT TO SOC MEMBERS**  
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W: astleysaab.co.uk

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

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**DISCOUNT TO SOC MEMBERS**  
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**DISCOUNT TO SOC MEMBERS**  
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**DISCOUNT TO SOC MEMBERS**  
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yes	yes	yes	yes	yes

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

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W: humbersidesaab.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes

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



*Cleaned and ready for the show*

Firstly, my apologies for not getting this article finished in time for the last issue, but other SOC tasks had to take priority. It all feels like a long time ago now, but I hope that you still find this final episode of interest.

Following the two filming sessions at the 'Top Gear' track and Cotswolds location, we thought that our job was done and all we had to do now was to sweat a little until we got sight of the film. As I have mentioned before, although I was present for almost all of the film sequences, you can never be sure of the final content. To some extent I was right!

The normal 'Top Gear' schedule is to make the studio film on the Wednesday prior to broadcasting on the following Sunday. The 'Star in the reasonable priced car' session is done on the track on the Wednesday morning. So not too much room for error there!

You are probably ahead of me already. Yes, the call came on the Monday before with something like "we know it's rather last minute, but is there any chance at all that you and Chris could bring your cars to the studio in two days' time? We will quite understand if it is too short notice, but Jeremy and James are keen to see the star of the show and the last Saab model there if at all possible".

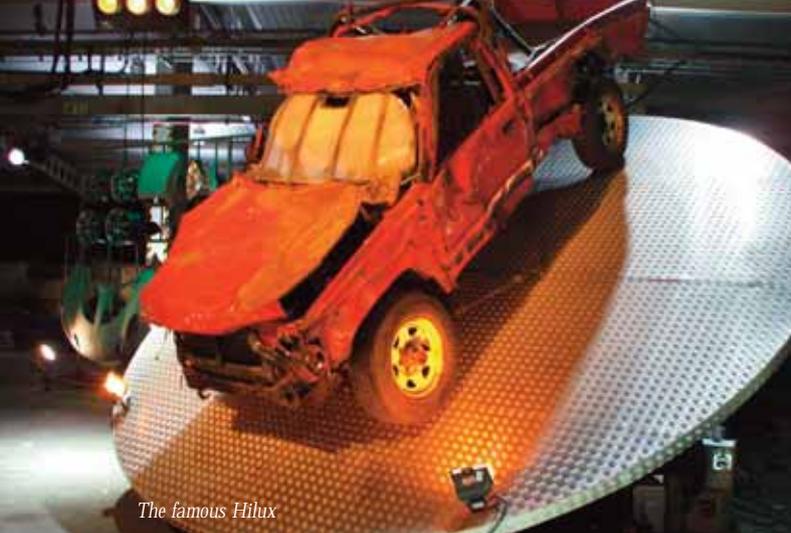
Following some not so kind comments about the timing, I immediately recognised that this was yet another opportunity to get the Club and Saab community further into the spotlight. So following some frantic phone calls between me, Chris and

the producer, we agreed to be there at 10.00am on the day. To be honest, the opportunity to be involved in the actual studio filming was also quite appealing! Suffice it to say the next day was a quick cleaning and polishing exercise for both of us. We prayed for dry weather on Wednesday.

Being so last minute neither of us had the time to be away from home overnight so the days started by Chris leaving home in the middle of the night, landing at our place for breakfast around 7.00am and then our little convoy of two getting on the road to Dunsfold at around 8.00am. Apart from having to push our way through the traffic in Guildford we had an uneventful and, most importantly, dry trip so the cars were still in reasonable fettle when we arrived at around 10:30am.

Following the usual greetings and our introductions to the studio producer and team, the cars were set up in the hangar ready for the rehearsal. The plan was to bring them back out again later for a quick wash and blow dry before the main filming after lunch. Soon the three presenters appeared and the rehearsal got under way. That was our cue to get ourselves a well-earned coffee and some breakfast whilst being entertained by the reasonably priced car out on the track along with some antics by the Stig with the three-wheeler Morgan. Does that thing go!

So all was dandy? Well, not quite. Rehearsals ran late which resulted in us having about 40 minutes to get the cars cleaned up and have some lunch. I ended up giving the 9-5 a quick lick over



*The famous Hilux*



*Is this car strong or what?*

with some (I know you are going to cringe now) waterless cleaner that I occasionally use on our caravan along with some alloy wheel wipes. At least they are only my winter wheels! For some reason Chris refused the offer of my cleaner so we set about the 99 with some very wet micro-fibre cloths and a chamois to sort of wet clean it without flooding the studio floor and causing too many shocks from the masses of wiring to the lighting, etc. Anyway, we survived that and both cars looked great.

Looking around the hangar (sorry studio) it was just great to see some of the legendary 'Top Gear' stuff such as the Electric car, the XJS Sports Train and the Toyota Hilux hanging off the walls and ceiling. None of that was there when we did the initial filming day at Dunsfold. Lunch was taken with the crew in a double-decker bus that they bring in for the day. When I say taken, I mean more like shovelled down in about seven minutes! The show was about to start.

Back in the hangar we put the final touches to the cars just before the invasion by the studio audience. Even though we had every opportunity to choose our spot we both decided to fade into the background a little bit and keep an eye on the cars. Having a crowd of people resembling something close to the migration of the wildebeest descending on our beloved Saabs was a little daunting to say the least. We also found that it was much more fun to be facing the presenters and guests rather than trying get behind them just to get on the TV as was clearly the plan of some. We had no idea of exactly how many people were there, but I would put it as hundreds.

The studio filming takes around four hours to complete, including a mid-afternoon break, so we were prepared for quite a late departure home. It starts by the producer getting up on the stage and explaining what is going to happen. Included in this he explains how certain clothing can affect the cameras and because of this some people may be asked to move back. The relevance of this becomes clear later. They also show a short film of 'Top Gear' outtakes not available to the public. This was absolutely hilarious but not for the faint-hearted!

Eventually the three musketeers arrived to a roaring welcome and made themselves comfortable on the make-do stage which is complete with the famous glass coffee table covered in an inch of dust. All part of the image, I guess.

Jeremy starts the proceeding by a general chat with the audience welcoming everyone and talking about the content of the show. In the usual Clarkson style he also refutes the explanation given to us by the producer concerning clothing interfering with the camera with words something like "that is a complete load of \*\*\*\*\*". He explains that if we are asked to move back it's purely because we are ugly! He then picks on a couple of guys to make his point. This is when Chris and I

realised we made the right decision to blend in at the back!

I have to say that the whole show was one of the most entertaining few hours of my life. The presenters continually play to the studio audience to the extent that you almost forget that they are filming. There is also a great deal more content that we see in the hour that is broadcast. Love them or hate them, they really do know how to put on a show. I thought it was just great.

Towards the end of the show we got to see the film that we had await for so long. I was extremely nervous as I know was Chris. Our reactions were quite similar and in three distinct stages. At first we thought it as a little average in that there was a lot of potential content that we saw being filmed but not included and that the positive messages were not strong enough. Our emotions then naturally focussed on the less complimentary issues which made us feel more than a little annoyed, especially the nonsense about the stroker engine in Ken's 92, not recognising the achievements of the 900 Convertible and having a crack at the Sonett. We shared our thoughts with the producers afterwards! However, reflecting further on all of the content we felt that it was in general terms a fair story of the history of Saab and carried some very positive points. Overall, it portrayed our cars as innovative, forward-thinking, stylish, fun to drive, safe and, as we know and love, over engineered. Even we owners and enthusiasts came out well.

We were pleased with our hard work. Saabs would again be talked about for weeks to come and the profile of the marque raised up a notch probably forever.

As the show came to a close I guess that we were quite proud to see the Jezza, The Captain and the not-so-tall-one finishing the programme in front of our cars. One of the highlights for me was to hear Jeremy saying that he really liked the 9-5 (but obviously not as much as the 99!). Chris did say that he thought that I was going to shout at Hammond as he leaned on my bonnet! It did cross my mind, but I guess I must have thought that he can't be that heavy, can he?

As soon as the crowds dispersed we managed to repossess our cars, say our goodbyes and hit the road for home. After sitting on the M25 car park for an hour or two we arrived back at some unearthly hour with, at least, the satisfaction of knowing that we had done a good professional job once more. I still keep in touch with the team at 'Top Gear' so who knows what they may want to do in the future with our Saabs.

Visit us at the NEC Classic Car show if you would like to see some of the cars in the flesh.

Thanks again to all the Members who participated and everyone who supported us in this project.

**Mike Philpott**



# THE SOC NATIONAL

## 2012

Friday 20 – Sunday 22 July

The weather over the summer had not been at its best, more rain since records began, making the ground all over Britain saturated. The original area planned at Wicksteed Park for the National was waterlogged so the rally was moved to another field.

Fortunately, the weather had begun to improve, but on arrival on the Friday afternoon, the entrance to the field was covered in mud. However, Saturday and Sunday were glorious, with blue skies and sunshine.

The Directors and volunteers set about the task of erecting the gazebos for the Shop, Membership and arrivals.

There were more camping units (caravans and tents) than in previous years and they had begun to arrive in the afternoon. As the units rolled in, the ground dried out and Friday evening saw a lovely sunset with BBQs throughout the field. Some people decided to eat in the Park View Bistro, where the fish and chips were excellent and good value.

Saturday morning was bright and sunny, there was a steady stream of arrivals, including a surprise visitor, our President, Erik Carlsson. There were well over 200 cars as day visitors.

Sunday morning was bright and sunny, and arrivals had to pass the biggest car boot sale I have ever seen, and they kept coming, we had to enlarge the parking area to ensure everyone had a space.

The Best Car competition took place and the trophy presentations were in the late afternoon in brilliant sunshine. Erik,

who had been with us all day, presented the prizes.

Wicksteed Park proved to be an excellent venue, there were several places to eat, which were situated throughout the park and the several amusement areas were great for the children. The location proved to be excellent and the International will be held there in July 2013.

The winners of our Best Car competitions were:

- |                       |                  |
|-----------------------|------------------|
| • Best Sonett         | Hedley Myers     |
| • Best Two-Stroke     | Mike Thompson    |
| • Best V4             | Chris Boffey     |
| • Best 99/90          | Andy Boorman     |
| • Best C900           | Brian Chandler   |
| • Best 9000           | Andy Boorman     |
| • Best GM900/9-3      | Graham MacDonald |
| • Best 9-5            | Martyn Russell   |
| • Best 9-3ss          | Chris Mercer     |
| • Best Convertible    | Tina Bowley      |
| • Best Customised Car | Os Reid          |
| • Best Car            | Ken Dover (92B)  |

The Mick Sollars trophy for Best Two-Stroke went to Mike Thompson.

The Erik Carlsson trophy for Best Car Overall was awarded to the car receiving the highest number of votes from the public, and this went to Andy Boorman for his stunning White 9000.

Thanks to everyone who attended and made this the best



National for many years and especially those Members who helped in the organisation, and running of the event. **Ed**

#### **A Member's Comment**

For the first time Janet and I attended the National as day visitors, bringing along some 'bits and pieces' to sell and hoping to collect some important parts for the 92b. Very successful on both counts plus the bonus of meeting old friends and acquaintances and admiring some fabulous Saabs.

The weather was good and the venue excellent and we are now looking forward to the International Meeting and the Club's 50th Anniversary celebrations in August 2013.

Congratulations to all those involved in the organisation and running of the weekend. **Peter Turner**

#### **A Directors Comment**

Perhaps the weather helped, but nonetheless, it was great to see so many smiling faces at Wicksteed this year. As well as Members, there were quite a few visitors, over 20 of whom signed up to join the Club. They weren't all local either, the most distant being from over 170 miles away in North Yorkshire. A very warm welcome to you all. **Mark Edgar, Membership Director**

#### **Chairman's Thank You**

I would like to thank all of the Members who turned out to create

the best attended National for many years, with around 250 cars just on Saturday. At one point we thought we would run out of space. A great problem to have! Wicksteed Park was certainly a popular venue and from all the feedback we have received, it seems that it did not disappoint.

I would also like to thank all of the team who helped to make it happen and the volunteers who brought it altogether, throughout the weekend.

Thanks too, to Erik Carlsson, for joining us and presenting the awards.

We look forward to seeing you all there again next year for the International and the SOC 50th Anniversary event.

**Mike Philpott**





As a child from as young as I can remember, my brother Kirk and I were dragged around Saab shows by our father, John. If it wasn't a Group of Saabs in a field somewhere on the lookout for spares, it was in the depths of the Welsh forests marshalling on the RAC Rally, eagerly awaiting the roar of the Group B super cars and cheering loudly as any of the Saabs came past – usually sideways and going like the 'clappers'!

I think it was these formative years and riding in the back of many a Saab – 96, 99 Combi-Coupe, 900, 900 Turbo (many), 9000 – whilst all the time 'holding spanners' helping keep dad's 96 V4 rally car on the road, that drove me to get a 96 V4 as my first car. Whilst it was generally sound, it did have a few clutch issues and I soon became adept at getting the engine in and out at high speed. There were definitely no issues with rusted up and seized bolts as they had been on and off so regularly. My brother also got a 96 as his first car and I seemed to get roped into taking the engine out of that too!

As time went on we got the opportunity to buy a set of Sonetts – a Mk2 V4 and a MkIII. Both needed restoration and the goal was to get them done and take them as a family to the next Saab Owners Club National. That may have been slightly ambitious with the depth of restoration needed, so

maybe the year after would be the target date to get father and sons together in old Saabs. Well, many of you who have attempted part-time restorations will sympathise with the fact that no matter how well intentioned, the SOC National came and went and so did the one after, and after that, etc. I regularly faithfully attended when able and in the country always on the look out for parts and advice but not behind the wheel of an old Saab.

Finally, after approx 15 years' restoration (I don't like to rush things) I got my Sonett on the road, driven by the deadline of this year's National at Wickstead Park. Dad too had to quickly get his 96 back together after a respray and spruce up. Kirk had to be content with niggling fuelling troubles with the Sonett III and replacing the rear window after smashing the old one whilst fixing the carb – don't ask me how, as I can't work it out either! So with a great deal of effort the two sons, with a brace of Sonetts, took their dad with his 96 to a field full of Saabs – just to get their own back!!!

I would like to thank dad and Kirk for finally allowing the original dream to come true and also all the SOC organisers for making it happen.

Hedley Myers



# CLASSIC SAABISTS GATHER FOR UK MEET



What a set of Saab contrasts – Bond Street Saab, and their dedicated team of Saabists under MD David Barre, had a great stand with a lovely, new, White 9-3 TTID with a unique black roof treatment and Aero X alloys, as its centre-piece. This is a unique Saab and at under £15,000, is cheaper, safer, and more stylish than one of those horrid little hatchbacks made in other places that some people might strangely want to spend their money on.

Facing this 9-3 TTID – last incarnation of a Saab, were a selection of Sonetts – II, V4, and III. Throw in a 92B, a fantastic spread of 96s, 900s, 9000s and newer Saabs, and a certain retired Red Arrows pilot in his interestingly painted 96V4, and you had a day of quality and contrast.

If that was not enough, enter Saab tuning guru – and ex-Saab GB legend (he would hate such descriptions, but he is!) Chris Partington in his Le Mans – spec LHD 93B – with which he entered in the Le Mans Classic. Saab's previous 'works' appearance at Le Mans was with a 93B in 1959 driven by Sture Notttrup/Gunnar Bengtson – complemented by Brits Sydney Hurrell/Roy North in a privately entered Saab 93B. (Syd later founded SAH Tuning – the firm even 'tweaked' an early 99 to go faster.)

Chris showed us all his amazing creation and then stunned

the arena with its sound – a sort of manic Two-Stroke sort of supersonic exhaust speed mixture of 'ring-ding-ring – ding bee-buzz – brrrrp' sky-shattering noise that was just wonderful to drink in.

So, two days of sun and two days of pure Saabism – from Sonett to new 9-5. There are too many names to mention here – but all concerned proved that whilst Saab as we knew it may be gone, the spirit of Saab 'den and Saab' lives on. And I drove home in a GM-generation 9-3 TID – before you all shout at me for being a pre-1994 Saab snob! As some of you have previously done.

I would like to thank Mike, his wife and the Saab Owners Club team for their kind help and hospitality.

Lance Cole

# TWO-STROKE REGISTER

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## 96 Two-Stroke Auction

In the June/July 'Driver' I mentioned the possibility of a future auction of a couple of Two-Stroke 96s and some other vehicles found in a large chicken shed. An auction was arranged and took place on the farm in Cheshire at the end of July. It appeared to be an interesting event with many old and damaged vehicles awaiting the auctioneer's gavel. The 96 I reported was a 1964 model which had rested peacefully in the chicken shed for 42 years. Alongside was a badly damaged engineless Long Nose 96 keeping the former company. With all the vehicles removed from the shed the auction created a great deal of interest. A reasonable Morris 1000 Traveller went for £800, an Austin A55 Van £700 and an astonishing £2,500 for a sad looking Ford Anglia 5cwt van – when did you last see one of these on the road? The 1964 96 achieved a winning bid of £700 and the damaged Long Nose 96 a surprising £275. Hopefully we may hear from the lucky lady who secured the £700 restoration project.

## Head Rests for your Two-Stroke?

The following email was received from Rob Heuft in Hoorn, The Netherlands:

"As an owner of a Saab 93, which I am restoring into a GT750, I always wanted a second headrest to have a good answer on the Saab statement of safety first! To my opinion you are not safe in any car without a headrest.

"As it is hard to find one, I decided to make one my own and having heard of my plans, other owners of the 96 Sport and Monte Carlo also ordered the headrest. So I set-up a series of about 10

headrests, which are identical to the original one. Included you find some pictures of the headrest which is delivered without upholstery.

"My question is, how can I promote this particular Saab item on the English market for all the Sport and Monte Carlo owners or advertise in your magazine or on your site? The standard 96 Saab of the sixties can also be equipped with this headrest.

"The price is £150 excluding cost of freight (basic tariff £7, excluding track/trace and insurance).

"Details – rods are made of stainless steel, cubes of aluminium with click-mechanism. Foam is of a high quality. The mounting plate is included."

An interesting enterprise – for more information contact Rob direct by email [rheuft@hotmail.com](mailto:rheuft@hotmail.com) or write to Achterom 69, 1621KS Hoorn, The Netherlands.

## Restoration 92b – progress

My 92b restoration is progressing slowly but an 'on the road deadline date' is now fixed for July 2013 in time for the International Saab Clubs' Meeting and the Club 50th Anniversary.

I know quite a few of you have odd bits and pieces stored in boxes in the darkest corners of your garages – I am in need of a 'barrel and key' for the push button door handle or a complete driver's side door handle, with keys, from an early 96. Any condition will do as re-chroming is on the agenda.

Don't forget I would welcome any snippets of news of events attended or of restorations carried out plus photos.

Safe Two-Stroke Saabing!

Peter



## Last summer revisited...

It's taken me ages to find a chance to include this story, but I finally managed to squeeze it into my column. But before I tell you more, you need to know that The Granary is on a farm at the end of a one and a half mile long single track private access road, so we don't exactly tend to get passing visitors! Imagine my surprise when, a few months after Fiona and I moved into our new house, we were returning home late one evening around dusk and encountered a surprise visitor. "That looks like a 96 coming up the lane", I said, peering into the murky distance. Sure enough, we pulled up alongside a tidy Souvenir 96L, driven by long-term Member, Robin Cornforth. Robin had been in the vicinity and decided to drop in on us, but finding us out was on his way back to his home in the tiny North Yorkshire village of Potto (as in Prestons of...).

We had a great chat about the cars, and I was delighted to meet one of the SOC's Potto contingent, for there are several members in the village. You may recall previous photos in this column of Rene Brodard's Silver Jubilee 96? A little known fact is that when I was at school and at university, my nickname was 'Potto'. Tenuous, I know, but discovering there was a place sharing my moniker with a high density of Saab fans has a certain appeal to my warped sense of humour!

Please excuse the quality of the photos, as it was getting dark, but here are a couple of shots, of Robin's car along with my 11 year-old daughter, Rose's 96.

## Another 95 seeking new home

Hot on the heels of Chris Small's 95, which was being offered for a new home in the last 'Driver', I've had a message from a Paul Till in Arundel, West Sussex. Paul has another 95 project car that's available for a new owner to take on. Details are scant at the time of going to press, but I have asked for more. Paul is an 'ovloV' fan and has decided to downsize his fleet. This car has a broken gearbox, some rot in the usual places, but he believes it is eminently saveable.

Incidentally, a couple of people got in touch for details of Chris Small's 95 but I've not heard from anyone to confirm if it has been collected yet. If you have done a deal with Chris, please let me know the car has been saved.

## And another 95 query!

This month's column is full of 95 news, which makes a change! I recently received an email from Steve Murphy asking for information on a certain well-known Orange 95 (see photo). I put Steve in touch with its former owner, Simon Coleman, who is the magazine editor for our sister club, Saab Enthusiasts.

## And finally...

David Nimmo (whose family owns a fine fleet of Hirsched 9-5 Aeros) kindly sent me a fabulous photo from a recent gathering in Scotland organised by our friend John Wyatt. What a great line-up of 96s, including three Souvenirs, a Silver Jubilee and the Blue ex-Julian Davies rally car that John recently restored.

That's all for now everyone, enjoy the photos and hope to see you at the AGM. Cheers!

AI

# 90/99 REGISTER



## Variety at the National

It seems a long time ago already, but worth mentioning again the number and variety of 99s at Wicksteed. It was particularly nice to see Julian Uzzell's Combi Coupe. There are so few of these hard worked cars left: they were just too practical for their own good and most have long since been used to destruction. It has had a subtle respray and otherwise has survived in remarkably original condition. There were a number of very good 1980s models, including Mal Espin's unusual Silver four-door – most 1980s 99s were two door. Paul Driver's car, also Silver, has had various parts added from previous cars and has been very reliable. (For information the louver kit fittings came from Auto-plas.) Graham Light has owned his White 99 for 25 years. Apparently it was at the 1989 'Rock Rally' National, Blackpool, so I must have seen it before as this was also one of the first I attended in my Sonett, but memories of that weekend are hazy! In its youth it also won best in class (99/90) at the 1992 Suffolk Punch National. Although Graham says it wouldn't win any prizes now, it still looked pretty good to me. I didn't get a chance to talk to the owner of the bright green 1978 model, but it looked very

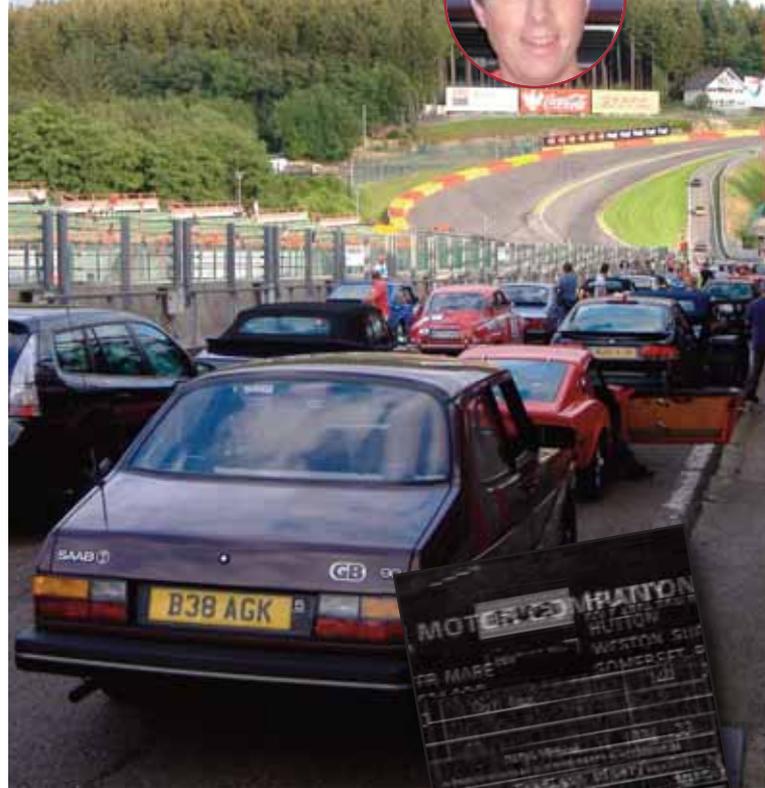
dashing with its silver stripes. Apologies to anyone I didn't meet and for any errors in the above as my notes (and memory) are sketchy, and there were a lot of cars!

## The International – Spa

One day after the National we headed off to Belgium for a two-week holiday, finishing at the International at Spa. It's easy to think of Belgium as flat and featureless, but really the country has a lot to offer. We took in the picturesque and historic cities of Bruges and Ghent, some more recent tragic history at Leper (Ypres), and then there was Spa in the hilly Ardennes, with arguably the best Grand Prix circuit in the world. The International opened with a chance to drive this circuit and it didn't disappoint! As Murray would say, 'fantastic!'. I shall never forget driving the 90 through Eau Rouge and on up the long straight, with a Sonett II alongside us! By the second lap I could smell the tyres, and by lap three they were definitely going off, the car starting to understeer more through the turns at the top of the hill. It would have been nice to dive into the pits for a new set of super softs (and some more power!) but back in reality



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the 90 had done well, just about keeping up with the 'pace' car, and even if the 90 could have managed another three, wife Val in the passenger seat had certainly had enough! It was our wedding anniversary, but I had a very cheap meal bill that night (not deliberate of course!).

As at Wicksteed, there was a great array of cars on show back in Spa town, this time from all over Europe. There were even enough 90s to make a small line-up, enthusiastically supported by the Dutch 90 fanatics led by Etienne Salet (go to [www.saab-90.nl](http://www.saab-90.nl) to see how fanatical!). The Belgians had brewed a special beer for the occasion and their hospitality was excellent. There was an extensive array of spares for sale, particularly for the older models, and I picked up a new bonnet badge for the 90 which never seems to last too long. All in all a great event – can't wait 'til next year's in Great Britain!

**New Registration**

Robert Bird sent details of his interesting Indian Yellow 99L, a rare survivor from 1974. He writes:

"The car was a garage find stored for 15+ years in a garage with a

seized front brake – with much effort we loaded it on a trailer and brought it home. After much searching on the internet and local spares shops for plugs, points, brake parts and filters, we finally got the old girl going again. She was MOT'd in July 2011 and since then we have had quite a few hours of pleasant driving. She was also on the stand at the Footman James Classic Car Show at the Bath and West showground in April. The car is fitted with the 1850cc Triumph engine and is all original with number plates fitted by garage on first purchase. EMS spoiler and sunroof were fitted from new or shortly afterwards. The car has now covered 98,000 miles, quite high but maybe not in 38 years."

It must be one of the last with this engine as by 1975 all had the two-litre unit which was much further removed from the Triumph derived earlier engines. I don't think I've seen another one with the EMS spoiler as an early accessory. Robert has the full history from new. The original bill of sale includes the addition of the headlamp wash wipe kit, many years before this was widely available on other makes, and that another 99 was traded in on the purchase.

*Stuart*

# 99TURBO REGISTER



## Drain Holes

Now I know it's not a very exciting subject, but it's certainly one that can cause a lot of upset if it's ignored. If these are not checked regularly then you can find yourself with quite a lot of rust to deal with. There are three in each wheel arch – two in the bottom of the doors, three in the leading edge of the bonnet and a further three in

the lower edges of the boot lid/tailgate. One either side at the base of the B pillar, which can become blocked and hold quite a bit of water, especially if the side windows are leaking. I normally use a cable tie or a dip tube from any trigger spray, something that is fairly rigid but will not damage the paint. The ones that are usually the most difficult to unblock are just above the top of the rear mudflaps,



you may need to use a thin screwdriver as they can become almost solid with rust if neglected. At the front, it is a good idea to remove the washer and water injection (if fitted) bottles and clean out any dead leaves, etc, it's amazing just how much rubbish can accumulate in the lower corners of the front wings. Inside the front wheel arches there are two further drain holes, one just below the brake hose

fitting on the inner wing and the other lurks unseen at the bottom of the opening for the steering arm. This one blocks up frequently, I usually clear it out a couple of times a year.

Finally, there is a single drain point in the front cross member under the radiator, it's in the middle just below the front gearbox mount. You will need to get yourself under the front of the car to access this one, it's probably best to use ramps or axle stands for safety's sake. Be careful if it's blocked and full of water and filth, you will need to keep your face well out of the way.

Whilst you are doing all this poking and prodding you may as well treat inside the drain holes with a good rust-proofing fluid, something that is nice and thin with good penetrating powers. Supertrol in aerosol form is ideal and has helped to keep our car rust free for 30+ years. Don't use anything that is too thick, like Waxoil as it will just block the drain holes up again. So there you have it, a messy job but your 99T will thank you for this little bit of TLC, in areas which are often forgotten.

### Fleet News

It's been a while since I've rambled on about our cars. The three-door – well this car is usually as good as gold, but not this year! Awakening the car from its winter slumbers, it stubbornly refused to start, one large backfire and that was it. The workshop manual was dug out from the cupboard and I worked my way through the 'No Start Checklist'.

First one, check the spark length – should be at least 12mm, this was no where near, a new coil fixed that. It would now start but would not run properly. Check fuel pressure, that's OK, control pressure too high (weak mixture). New warm-up regulator fitted, still no different. Eventually, I replaced the ignition distributor and it instantly ran smoothly, despite finding no fault with the old one. So in conclusion, a number of components had decided to play up over the winter leaving me with a very sick running car.

As you may remember from the last issue, I mentioned that the immobiliser had gone south, well I think that disturbing the fuse box and all the other associated wiring must have hacked it off as it refused to start on holiday in Spa, and then flattened its battery the following day (that may just have been my fault). Apart from that it's running fine (where's that wood when you need it) and my trepidation about taking it round Spa Francorchamps were unfounded. It never missed a beat and drove perfectly there and back. It just goes to show, lack of use does cause problems.

The two-door, apart from being a grouch when its warm and refusing to start, it's running fine, oh apart from the gearbox falling apart that is. At least it gave the AA man (other recovery firms are available) something different to recover, "Never had one of these before Mate". I thought it was the primary drive chains that had failed because of the clattering racket. However, upon inspection, the problem was inside the box. The root cause is unknown at present, but there are lots of broken synchro parts and debris that has jammed the box. There was no warning, no noises, nothing at all to suggest the impending doom, I was only doing 25mph in top at the time.

Hopefully, that's our lot of mechanical issues and I can concentrate on the barn find 99 GL that I have been neglecting.

Chris

# C900 REGISTER

All correspondence to:  
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Hello everyone. I hope you all had a good summer despite the weather, unfortunately I missed a few car shows that I had planned to attend, but there is always next year; and hopefully some better summer weather!

Vic Hobson, Member No 019431D-9 has waited very patiently for me to show you his modified C900 that he has owned for the past fifteen years and has been rebuilding for twelve of those years. Vic's car has been totally stripped and lowered, has been poly-bushed, and fitted with a two and a half inch Abbot Racing Stainless Steel exhaust to complement the engine rebuild, including a gas flowed head; road-race cam; 1988 intercooler; dump valve and turbo. These modifications again carried out by Abbot Racing.

Not content with up-rating his engine, Vic has also been very creative with the interior and exterior, as you can see from his photos. Have you ever seen such luxurious C900 seats! Well done Vic, it looks superb,

good luck with the further upgrades you intend to do in due course.

It's nice to see Mike and Jennie Clarke registering a flat front Turbo16 without the body kit and aero wheels, a real 'sleeper' car, many motorists would never know the performance this car can unleash when required.

Mike tells me he and Jennie use the car daily and it has never let them down during the 22 years they have owned it, which surely must be a real testament to Saab's build quality, as the car has covered 260,000 miles. I must confess I do have a soft spot for the flat front models these days, and I am convinced the first generation models will command a premium over the 'slope front' cars in the not too distant future, due to age and rarity.

That's all for this edition, I will let the photos do the remainder of the talking for me. Cheers for now.

Alex

## New Registrations

Name	Area	Membership No.	Model	Registration	Details
Mrs C M Knight	Gosport, Hants	020904D-2	1993 900i Convertible	L6 CMK	Colour White, 85.000 miles
Mr Mervyn Hogg	Ruislip	021094-2	1992 900i Convertible	J900 TOY	Colour Red, 60.000 miles
Mike and Jennie Clarke	Stratford-upon-Avon	021159-4	1985 900 Turbo16 – three-door	B585 WSN	Colour Silver, 260.000 miles
Michael Dyas	Tonbridge, Kent	020897-1	1992 900xs – three-door	J921DUV	Colour Blue, 151.000 miles





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# 9-3SS REGISTER



Hello everyone, here we are again. I hope that you have all had a good summer. At the time of writing the weather looks to be turning colder, the heating has come on and the air has started to get that hint of autumn in it.

I have enjoyed my 9-3 during the past several months, I have been driving it a lot.

Due to rising fuel costs and the fact that I will soon be driving a lot more on a daily basis, I made the tough decision to sell my Classic 900 Turbo. It had become too expensive to run on a daily basis and therefore, for now, I decided to pass it onto another enthusiast. Maybe sometime in the future I will buy another, but until then I need something more economical to run. So I have just purchased a smaller car to achieve this. It's small, cheap, very economical and is Road Tax exempt. However, I am not due to take delivery until the end of October. Until it arrives, I have been spending a lot more time in my 9-3 and loving it. I have been finding excuses to go out on long trips, eg visiting the coast just for 'fish and chips'. Taking the kids out at weekends and generally making sure the car is looking and performing like new, which it does. I have just had all the alloy wheels refurbished so that they look brand new and I still have a real pride in ownership. Another reason for purchasing the new car, a Seat Mii, is to help prevent putting a large amount of mileage on the Saab, since I won't have to use it every day.

Talking of mileage and the fact that a recent register entry, from Mark Hostetter, whose 9-3 has covered 106,000 miles and is now the highest mileage 9-3 on the register. (Steven Westmoreland has the lowest, his 2007 9-3 has only covered 2,650 miles), I wondered whether any of you out there know of any or own a super high mileage 9-3. Send me in details and I will publish the results and give

a prize to the highest mileage 9-3 Sport Saloon, Wagon, Convertible, X, that we can find or own.

On to letters now and I have been sent this write-up, from Howard J Smith, about his 2005 9-3 TiD Automatic Saloon with a helpful reminder for you diesel owners. Howard writes:

"My 9-3 is an ex-Master lease Newcastle registered fleet car, bought in 2009. Since then it has covered a miserly 15,000 miles. During this time various items have needed attention as might be expected. I have, however, come to the conclusion that the 9-3 TiD model is likely to suffer a bit of a mid-life crisis and think Members should be reminded of this weakness, which has been commented on, in the 'Driver' in the past.

"Within the 70-75,000 mile, bracket, the EGR valve actuator and alternator failed and have been replaced, and the water pump and timing belt were also replaced as a precaution.

"Other non-engine items that were replaced include two windscreens (plus three glass repairs) and a broken front suspension spring and top swivel bearing. The broken spring is the most recent of two other breakages, one on a GM 900 and the other a 9000, also casualties of poor roads.

"(A pet gripe!) I find the comparison between the 9-3 and my T reg. 9-5 interesting. Highlighting what are quite significant changes in design thinking, the modern practice of much more reliance on electronics and greater use of aluminium and plastics in body construction being an example. The alternator failure demonstrated the risks in reliance on electrics. Driving 15 miles with failing power steering was rather hard work, I suspect the lack of signalling caused other road users some degree of annoyance as well – couldn't even drop the windows to hand signal!



"I find the Linear variant of the 9-3 fairly acceptable (ie practical) in terms of equipment level. The performance is excellent. However, two or three areas could be improved. Being fussy about sound quality, the pathetic rear speaker set has been replaced, now much improved by a pair of elliptical speakers. Cabin insulation could be better as road noise can be intrusive and I find the suspension too

hard on all but well surfaced 'A' roads. Good, no doubt for handling, but otherwise it can be very tiring. My 13 year-old 9-5 Estate might roll just a little bit, but for its age is so comfortable – older Members will appreciate this.

"My two sons are both Saab owners, the elder drives a 2001 9-3 Convertible with most of the extras, the younger, a 9-5 Estate with an LPG conversion, of which he is very pleased.

"There used to be an American advertising slogan, typical Detroit of the 1960s, 'The true car family is the two-car family', I think we can say we have beaten that! To paraphrase the old slogan – 'Carry on Saabing'."

Thank you for that input Howard. It is interesting that you find the Linear's suspension rather hard; as compared to many German offerings it is rather softly sprung. I would say, however, that my previous 9-5 offered a much more civilized ride than my current 9-3.

We now have our First 9-3 Carlsson on the Register. Thank you to Mr P Berrill, for sending the details in. As you can see from the picture, it looks stunning.

Duncan Bridgewater acquired his new 9-3 Aero back in April and he writes:

"Just wanted to let you know, I acquired my lovely new 9-3 Aero last month. 2008 she's covered just over 90,000 miles and is sweet. I was sad to say goodbye to my 2003 9-3 Aero AU03 EFL, but the lure of the facelift and the satnav was too much, the heated seats and the sounds system are a bonus too. Utterly astounding!"

Thank you Duncan, it does look very nice with the face lifted front end and the Grey Metallic paint.

Finally, I wonder how you all feel about Saab's new owners and their vision of building purely electrical vehicles. Initially, using the current 9-3 platform and in the future, building on the Phoenix platform. Would you buy a purely electric Saab?

That's it for this issue, keep sending in those articles. Remember to find details of high mileage 9-3s (2002-2011) and above all, drive safe. Until next issue, Happy Saabing

Simon

### New Registrations

Name	Area	Membership No.	Registration	Model	Details
Adrian Thomas	Burley in Wharfedale	N/A	J100 AAT	Vector	Black paint, Cream interior. 34,500 miles. Year 2005. Chassis YS3FF29F856013830
Tony Bray	Marple, Cheshire	021164D-5	DN07 DKE	Convertible 2.8T Aero	Black paint, Grey interior, 29,500 miles Year 2007
Steve Westmoreland	Castleford, West Yorkshire	021119-2	SW07 WES	Convertible 2.8T Auto	Silver paint, two-tone Grey interior, Blue Hood, 2,650 miles, Year 2007. Chassis YS3FH71U97610. Aero Anniversary. Convenience Plus Pack. Heated Seats, Park Assist. satnav, Voice command
Mark Hostettler	Woolpit, Bury St Edmunds, Suffolk	021268-9	LA06 PWL	Vector Sport 1.9TiD Saloon	Black paint, Grey interior, 105,857 miles Year 2006. Chassis YS3FF46W26
P Berrill	Abingdon, Oxon	021219D-7	BX60 NWF	9-3 Aero Carlsson 2.8T XWD	White paint, Black interior, 13,615 miles, Year 2011. Chassis YS3FC4BR6A1618125

# 9-5 REGISTER



## Howard's 9-5 Estate

"I bought the car in February this year as a back-up to my 2006 9-3 SS Diesel Saloon, after yet another let-down, this time prior to an important secret birthday trip for my wife (more of which on the 9-3 pages!).

"I developed a liking for the 9-5 after driving a variety of models as courtesy cars whilst the 9-3 was in for service, so we can blame Hannants of Swaffham for this. The 9-5 was 'ordered' by phone from Robert Holden of Salhouse after selection on the internet, whilst our local garage was sorting the 9-3 out. As a back-up, price was a consideration, as well as a decent service record, this car was priced accordingly and has, at some expense over the years, been properly serviced. Outside the same cannot be said... the finish can be best described as Midnight Blue/sound but distressed, the previous owner seems, in the words of the AA, as being 'too posh to wash'. Looks smart enough after a good clean but don't get too close, age – mine and the car's – doesn't warrant expending the time and effort necessary for concours standards. However, ride, comfort and overall performance are up to the standards of a pukka Saab and show little sign of its 13 year life, the suspension simply soaks up the bumps and thumps from the surface of what passes for country roads in Norfolk.

"Now the spares supply appears to be resolved following the closure of the 'proper' Saab company, potential buyers can at least have confidence that their purchase will be on the road for a few years to come. In my experience, don't hesitate – enjoy a Saab!"

## Peters Aero Saloon

"I'm writing to tell you that I am migrating from the 9-3 Register to the 9-5 as I have a 9-5 Aero Turbo Edition (reg'd FE58 MLF).

"I had my 9-3 Aero for nearly six years, bought in Munich courtesy of Diplomat Sales and very happy I was with it too. First she sat with German plates, then Dutch, and more recently, UK. A UK-spec car in Laser Red and I'd defy anyone who'd say that that combinations isn't stunning. Absolutely reliable, extremely comfortable on long pan-European journeys, economical and fun to drive.

"But I'd always hankered after a 9-5 Aero... having come back to the UK and faced with occasional hold-ups, I fancied an auto... finding cars with a spec list similar to my well-equipped 9-3 was initially difficult, but this summer some dealers had a plethora of 9-5 Aero Turbo Editions available, I selected a Carbon Grey one from Newbury Saab. In four weeks I've already put on 2,000 miles, found it very comfortable and quick, and not too thirsty. The only handicap is its size, the 9-3 felt much smaller (but not inside) and easier to negotiate narrower roads. The Turbo Edition Aero has satnav as standard, and the car was extremely good value at less than half list

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price (although I did not get a very good price for my 9-3 either); the satnav has developed so much and I like the system for its usability and the ability to select addresses more quickly – the downside is that the screen is much lower in the dash so that you really do have to take your eyes off the road to see the screen, while my 9-3 had that little raised panel that helped visibility significantly. Four heated seats are a bonus too, as are the parking sensors. The Dame Edna grille does attract stares but these diminish inside once the might of

the mighty B235R is unleashed – what a beast.”

Right then, I'd better get back to sorting this blooming car of mine, I don't think it needs too much work. Just had four new tyres, so a service and a good check of the suspension and brakes should just about do it I hope.

Sorry this one is a bit short, I will do better next time! Take care all and see you soon.

Johno

### New Registrations

Name	Area	Membership No.	Car	Year	Colour
Simon Gables	Amersham	021216D-7	9-5 Saloon	2008	Silver
Alan Shore	Stockport	001975D	9-5 Saloon V6 3.0 litre Turbo Griffin	1999	Red
Mike Jackson	Bristol	020854D-11	9-5 HOT Aero Estate Auto	2005	Silver
Robin Baker			9-5 SE		
Howard J Smith	Norfolk	13445	9-5 Automatic Estate	1999	Blue
Peter Jones		015091	9-5 Aero Saloon	2008	Carbon Grey

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MOTORSPORT



# CLASSIC LE MANS 2012



Flat out down the Mulsanne straight with tachometer showing 6500revs, on the last lap the trackside marshals coming out and lifting their hats to the Saab 93b was a moment to treasure.

I had the last drive of our grid (Plateau 3), so had the singular honour of being the last car off the track to close the classic Le Mans 2012. Very nostalgic, they're being no other finishers behind me.

There were an extraordinary number of people who came and said how wonderful to see and hear the Saab, never mind, your run-of-the mill Astons and GTO Ferraris!

Patrick Peter, the boss of Classic Le Mans, took the time to come and see us and thank us for bringing the car, quite overcome we were.

Odd moments from the race – approaching the Ford Chicane: a DB Panhard (streamlined open two-seater specially built for Le Mans in the 1950s) and myself were seeing who would be first to brake. I got alongside the Panhard, the driver had the side exit exhaust pipe of the Saab straight into his left ear, he naturally decided that preserving his hearing was better than beating me to the bend.

Half way down the Mulsanne, level with a Porsche, I noticed a Lister Jaguar approaching at a phenomenal speed and thought, "this is going to be interesting". You are warned in pre-race briefing not to make any sudden moves when being overtaken. The Lister squeezed through the middle at a speed difference of 100mph+ making the Saab rock as if hit sideways by a tidal wave!

Chris Parkes took the middle session, starting around 6.00am on the Sunday, he immediately hit problems with carburettor icing, making it impossible to run under anything but full throttle and severely restricting power, howling round mainly in third gear around 80mph. Halfway through each session you have to make a mandatory pitstop and be stationary for one minute. Chris kept the revs at 6000 to avoid stalling. Tim Bishop, who was managing the race strategy for us and timing the pit stop, said afterwards that it was the longest minute he had lived through! Those who have not heard a Saab Two-Stroke on an open exhaust cannot imagine the penetrating noise it makes.

Ferdinand Gustfsson took the first session, starting at midnight



on Saturday, did well, but was not over keen to do the night session. But being by far the most experienced driver of the three of us, having worked for Saab heading various development sections in the company, took the wheel first. He also was one of the "Talladega" drivers and currently races a Formula 3 Brabham. I had volunteered to do the first session, but after practice decided, that this was unwise through lack of knowledge of the circuit and therefore, put Ferdi in for the first drive.

The circuit can be very confusing at night with certain bits of the track not very well marked, so you are arriving at some bends wondering which set of cones to follow.

Regrettably, Ferdinand did not see the 'In next time' pit board, so did an extra lap, which just took us out of the 'pit lane open' period of 15 to 20 minutes, so we were penalised two laps. Lesson for next time, bring a big illuminated pit board.

Apart from the carb icing, some minor jet changes and the distributor working loose, the car ran faultlessly. Ferdinand thought it was the best race-handling 96/93 he had driven. Best lap was by yours truly at 7.01 minutes. With better knowledge of the track it should be possible to improve by about 10 seconds. Through the speed trap it was doing 94mph, although I think it was quicker between Mulsanne and Indianapolis bends showing a fraction over 6500, around 98mph I think.

My thanks to Jim Valentine for providing his 1964 rally car, which we used as shuttle between the paddocks, and parking camping area. Tim Bishop for providing his 1983 Leyland Leopold bus transporter, cum motorhome. Plus seeming to provide haute cuisine meals at a moment's notice.

Le Mans is a massive racing logistics exercise and without help like this and support from many people it would not be possible to take on the challenge of Le Mans and have the thrill and awe of driving this legendary circuit.

In spite of not winning anything, everybody had a good time enjoying the unique atmosphere of Le Mans in a mixture of exhaustion and adrenalin.

Chris Partington

# MOTORSPORT

## TRACKROD RALLY YORKSHIRE 2012

We had decided to do the Trackrod this year, even though it was not in the Historic Championship, as it was a chance to shakedown the car and ourselves for the Roger Albert Clark in November.

We had been without our 96 V4 since breaking the gearbox on the Severn Valley in June and due to various delays, which I won't bore you with, only got the car back home again on the Saturday before the Trackrod!

Tim Bishop had refitted the gearbox, fettled by Chris Partington with new parts from Sweden, but there was still plenty of work for me to do before we left for Yorkshire on Thursday morning.

This year's Trackrod was to be based in Scarborough and the Dalby Forest and included a 16-mile stage in the dark on Friday evening. It is not 'just up the road' for us (we live near Southampton!) but we have Yorkshire family connections and have enjoyed this event in the past.

Paul Rudd, who will be in our chase car on the RAC, was to service for us and met us in Scarborough where we did some further tidying of the engine compartment etc.

Scrutineering went to plan and we met plenty of fellow Historic Competitors and old friends there. The car was much admired and always brings a smile. Maybe it is something to do with the garish 1970s-green colour scheme!

After a visit to our B&B and fish and chips in Thornton-le-Dale, we moved to the service area in the forest for our 20.15 start. Most of the 40 Historics were together and we were the only Saab. Ceiriog Hughes and Emyr Hall were taking part but using a borrowed Avenger on this occasion, their Saab being in many pieces in preparation for the RAC.

Not having driven the Saab, which is still quite new to us, since June, we set off into the Dalby stage with some trepidation. Our lights were good (e-Bay purchases, of course!) which was reassuring but it was a bit slippery. It could have been worse after all the rain and flooding in the previous week!

For some reason, probably my poor left-foot-braking technique, the car stalled two or three times and would not restart as we came down the hill into the 'woodyard' spectator arena, even with the lights turned off. Eventually the marshals gave us a push start (freewheel disengaged) and we were going again.

Somewhat distracted a bit later into the stage, I ran wide on a fast slippery left-hander and we were off! Flashing through my mind was:

1. whether we would hit a tree;
2. how far down into the valley we might slide;
3. whether the car would end up rolling down the bank!



In fact, we stopped just clear of the tree and not far off the stage. Despite the efforts of a small band of spectators, we could not get the car back onto the stage and that was it for that stage.

Eventually, after all of the modern cars had roared past us, the recovery unit dragged us back onto the track and we were able to drive out of the stage and back to the service area, our only problems seemed to be irregular selection of third and fourth gears, which had not been 100% reliable before in the stage.

The organisers had given us a 'stage maximum' time and after re-scrutineering, we were to be allowed to run on the Saturday's daylight stages. Time to retire to the B&B and get some sleep. The gears seemed to be OK on the way.

We were up early on Saturday to give ourselves time to do some more checking of the car before our start time. It was a good plan because I could not get third or fourth at all on the way to the service area. Paul and I puzzled and tried many adjustments at the roadside to get us those gears and, in the end, we set off again with little confidence but it worked! We were just in time to restart the rally.

After a few drops of rain as we waited to start Gale Rigg, the first stage of the day, the day developed into a really nice sunny one! The two short stages before service, Gale Rigg and Cropton, were good but we were definitely lacking in confidence which was not helped by the car feeling less stable on the Maxsport tyres that we had decided to try.

An hour's service break enable Paul and Pete Gunson, who had now joined us, to give the car a good check over, and us a chance to relax a bit.

Almost 14 miles in Langdale was the last stage for the Historics and we were beginning to remember how to drive the car, although still rather cautiously! Unfortunately, this stage seems to come in two halves; very fast straights or very rough bits! Anyway, we survived everything it threw at us and we were pleased to be on our way to the 'ceremonial finish', on the seafront in Scarborough.

As we drove through the crowds of holidaymakers, sand from the beach blew in through Debby's open window and lots of people smiled at or photographed the little Saab. We had not done very well, overall, but we had got over our Friday night excursion and enjoyed our day on the stages! Just 350 miles to drive home again.

Hugh & Debby Myers



## MINAFON GARAGE RALLY TEAM: SEVERN VALLEY HISTORIC RALLY

9 June 2012

### Saab 96 Car 246

This was a last-minute decision to do the rally due to not being sure if we would have an engine in time, but thankfully all worked out. Cliff Simmons was away at a wedding so fellow Bala Motor Club member, Em Hall, stood in for the day.

Scrutineering passed without any drama and it was off to the hog roast put on by the organisers before making our way to our hotel in Builth Wells. After the heavy rain leading up to the event we woke to a sunny morning which would hopefully lead to the stages drying out nicely as the day went on.

The stages for the day would be two runs of the classic mid-Wales stages of Halfway, Route 60 and Crychan, with the latter stage being split in two to allow for a more compact route. The afternoon runs of the stages were altered slightly to give a bit of variation. It could be seen that after a fairly long run out that the stages would be run in quick succession to one another. After the first loop of stages we had a service halt back at Builth Wells Showground, followed by a double run of a short stage around the top of the showground.

Our class in C3 was dominated by Mk1 Escorts, so the aim of the day was to try and be best of the rest and to pick off an Escort of two if we could. The first Crychan stage went well with the stage having dried out nicely, but with plenty of damp and slippery patches of gravel under the trees to catch you out. Next up was Route 60, a fantastic stage with fast sweeping bends and a small section of tarmac over the Epynt Ranges and a novel note of medium right over crest at portaloo! All was well until about three quarters of the way through the stage where we bottomed out on the sump guard on a bad dip over a bridge, it didn't really cause a problem in stage but it was noticeable that the throttle was sticking. On leaving the stage we had a quick check under the bonnet but suspected that something had bent slightly on the gear linkage, so there was nothing we could do until service. The next two stages through Halfway and Crychan 2 went smoothly so it was off to service at Builth Wells.

A generous road time allowed us to have a chat with the other crews and to see how everyone else was getting on as we

waited for our 'Service In' time to come up. At service the lads got to work on the gear linkage, but it was found that the sump guard had been damaged and that the problem could not be fully sorted. Other than this it was really just a spanner check, swap the tyres around and fuel up. We also found that due to the problem with the gear linkage that we had lost reverse gear we weren't aware of this and it was proof that we hadn't needed it in the morning's stages...

The next two stages were one-mile blasts around the top roads of the showground which went by without any drama. We then had a fairly long road section back to a revised version of the morning's Crychan 1 and Halfway Stages, which went by with no problem. We then had a re-run of a revised version of the morning's Crychan 2 stage where towards the end of the stage we had a bit of a bog snorkelling moment for a few metres, thankfully the old Saab pulled out of the ditch and we were quickly at the end of the stage. The last stage was a shortened version of the morning's Route 60 stage and the plan was to get the car out of the stage without any drama. All was going to plan until the hairpin right at the spectator point where we cut in a bit too deep and put the car up on two wheels, thankfully it came back down and we got to the finish without any further issues.

After the long and scenic road section back to the finish we found that we had finished 11th overall in Category 2 and 6th in Class C3, having managed to achieve the goal of beating a couple of Escorts.

Overall a very enjoyable day and a very well-organised event based around the excellent facilities that exist at the showground at Builth Wells. Out thanks to Jim Valentine for organising the day and to Morfydd, Dave, Eryl and Mark for looking after us throughout the rally.

We hope to join the Saab Historic Rally team again in November for The Roger Albert Clark Rally, we will hopefully also enter the Rally Yorkshire in September in preparation for the event in November.

Ceiriog Hughes/Emyr Hall

# MOTORSPORT



## SUMMER FUN IN A V4

I have had a busy few months since the last 'Driver'. Back at the end of August myself and Nick Pinkett took our V4 rally cars up to Oulton Park for a trip round the very slippery rally school course. This was part of the Gold Cup historic race meeting and an array of rally cars from the 1960s to late 1980s provided some extra entertainment for the crowds. Also on display were the Saab Sonett 2 V4 of Chris Foxley and the 95 V4 of Chris Boffey. The weather was a little mixed, starting with nice sunny conditions on the Sunday before, turning to rain on Monday. Unfortunately, I didn't get too many runs in before I blew the standard clutch hose apart on Sunday. Probably a product of having to slip the clutch to keep the engine on cam round the slow tight track. I managed to find a spare in Nick's van, but this looked to be a 40-year-old original and only managed five laps on Monday, before the same happened again. Anyway here is a quick description of a lap:

Off the line, a slight right down a small hill, keep holding first gear into a hairpin left, turn in with left-foot braking and early application of the handbrake straight back on the power and change up into second. A dab on the brake and a good pull of the handbrake, to get the car spinning into the long sweeping right-hander and use the power to pull the front back straight (at this point you need to understand that the track here is like ice, so any use of the power on the FWD and you get terminal understeer, so I am having to use a lot of left-foot braking and more handbrake than I would normally use to spin the car, so we are almost pointing straight for coming out of the corner). Now hammer over the crest, straight lining the slight curve and up

into third for a few seconds, then left-foot brake and use the right/left over the crest to get the car swinging from side to side, let the revs drop and select second without the clutch, back on the revs and left foot, to turn the car into the hairpin right, lift off the footbrake, hold the revs and pull the handbrake to spin the car round. The spinning of the front wheels are helping to keep the engine nearly on cam, but a slip of the clutch gets the engine revving again. Downhill to the 90 left and I use the left foot on the brake and one good pull on the handbrake (my car's breaking is set up for higher speed and I just don't have enough rear bias). Hopefully, I get a good line and all I need do, is keep the wheel central, as the power straightens her out. Now change up into third and attack the right-left-right chicane, using the last right with the left foot to set the car swinging into the long 180 degree left, hook a wheel over the edge of the road and let the car drift out and cut over the grass on the slight right over the crest and change up to third. Find the normal grippy bit of tarmac that runs round the outside of the next hairpin right and change down to second, don't turn too early and left-foot brake to swing the car into a late apex, hooking the inside edge of the road. Careful under the damp trees, turn 45 left and cut right and left corners on the grass and power up through to third, hold it flat downhill and left-foot brake, change down and set the car up, swinging a little into a double apex 'D' shaped right. Use full power in second through the middle and a big pull on the handbrake with a little turn to the right, holding on the power and holding the wheel central letting the power pull the car back straight over the finish.



Two weeks later and now featuring a braided clutch hose, I took the same stage rally car with John Wood (Woody) navigating on the Sherwood Classic Tour. OK, this may not be the ideal choice of car for an amble through the Nottingham and Lincolnshire countryside, but she served us very well. I must admit after blowing about £18 of fuel blasting 20 miles to Woody's, I thought this was not a good choice of vehicle, but it's surprising what following a bunch of MGs can do to your fuel economy and I only used a further £35 worth of fuel for the 150 mile route.

We joined a two-car Saab team (come on and join in next year, your old Saab can go further than round the block) the other being the Two-Stroke Sonett of Peter Briggs. The route took us out from Southwell, through Newark and out towards the east coast. The route consisted mainly of small deserted country lanes in Lincolnshire. These lanes are quite bumpy and suited Sweden's finest, a lot better than it did British sports cars, who were seen taking it very easy in places. The sun was shining, there was a convertible minor in front and an Anglia to the rear, the farmers were harvesting and no modern cars insight. First stop was Heckington working windmill and we used our time to do that great British thing, eating cakes and drinking tea, along with having a good walk around and learning something about ancient milling.

The next run out took us the long way round to the home of 106 bomber squadron at Metheringham airfield. Here we had a chance to drive down one of the roads that runs down the edge of one of the old runways and have our photo taken beside the war memorial. We then had tea and biscuits, provided by the airfield's museum staff, which gave the cars a chance to all get together and owners to take a wander round.

The route then wound its way home back to Southwell and to the home of Sherwood Restorations, who put on entertainment and a Greek style food bar with a glass of wine thrown in for good measure. I hope to get a few of these events on the SOC calendar next year and hope some people will take the opportunity to give their Saabs an airing. It would be nice to get back to the old team entries we used to have, on a few of these types of events back in the 1990s.

Next up was servicing for Manxman Steve Higgins, on the Isle of Man for the 2012 Manx rally. This year saw a new organising team and they came up with a cracking deal. Entrants from the mainland paid around £650, which included the £500ish entry fee and the ferry crossing for the van and trailer, with rally car and two passengers. They offered three days' rallying with 180 stage miles around the closed roads of the island. This equates to the same mileage as the RAC rally for nearly a third of the cost.

Steve Broadhead and I took the 96 Two-Stroke Longnose Sport over from Malbrads in the UK, where it is prepared and landed in Douglas on Wednesday evening. Steve Higgins had arranged accommodation in the Palace Hotel on the sea front in Douglas, which provided us with great breakfasts and a swimming pool. After scrutineering on Thursday morning, Steve Higgins sent us

on a Saab barn find mission, around the island. We managed to find another Two-Stroke Longnose Sport, which Steve Higgins now owns and a Bullnose under restoration. We didn't find the three-door Turbo lying under a tree though, but did bump into the local crab man who took us on a tour round his place!

I have never been over to the island before and it is quite strange, seeing one minute the normal public driving down the road and the next a load of rally cars flying through the main roads of Douglas. The locals don't batter an eyelid, it's just normal. Can you imagine this happening on the whinging whining mainland, where we complain if Bob Smith next door parks his car in front of our very own house, how dare he! All the pubs round the TT track feature hardly any local football teams, their pin-ups are the greats on two wheels and four, and every pub has its local crew of TT riders and rally drivers, supping a Manx brewed pint in the corner of the pub. Spectator control is loose and a few get clipped by cars on the event, but the locals just seem to take it as normal, 'it's their own fault', some say and the show goes on. Maybe it's just years of TT riders going over the thin line that hardens the sole.

Steve, Dave and the little little Sob do very well and all we need to do is fit and remove the spots, top up fuel, spanner check the suspension and wipe the grease off the wheels that are being spun out of the rear wheel bearings, due to the high drum temperatures we were getting. After a one minute time penalty on the first night, the Sob caught and passed the first 988 Cooper, shipped from Japan! And on the second day, closed up on the 1275 Japanese Cooper, all this running on Matador 155 road tyres! Steve was flying with Dave and ex-sidecar passenger turned pretty handy solo rider pushing him on. On the final day, the Mini could feel the pressure and just pushed too hard on Kella and bounced in a ditch. The Saab now, 'feeling like a big Mini, with better suspension', stated the driver had no such problems. In the end the Imp that was leading the Saab's class and the whole Historic Cat 1 pre-1968 field lost its brakes and ended what was a brilliant run, upside down injuring a few badly positioned spectators. This handed class B1 to Steve and Dave in the Saab as they smoked over the TT finish line in Douglas on Saturday evening.

I told you I had been busy, which means the 99T project has slowed a little. I have had time to weld in a rear exhaust tunnel on the right side of the boot floor to take twin or a single pipe (let's see if I get away with this). I intend to mount the silencer where the old fuel tank was and run the pipe out of the other side. This means I can get a good sized back box on the car, as there isn't a lot of room underneath. I have also welded up all the holes and enclosures in the boot area as I am going to fit a 12 gallon alloy group four injection Escort tank in the boot. I have added the platform for the spare wheel post that will take two wheels flat in the boot. I came to fit the two 99 seat beams across the car, but noticed both were fatigue cracked across the thread insert. This is a common problem and occurs with normal wear and tear. If the metal is pulling up slightly at the seat mounting points, you have a problem and probably need to weld a thick plate over the top or replace the mounting bar. I have chosen to mount two 50x25x3 thick box sections to pick up my seats side mountings front and back, these will be plated locally with 3mm plate to the MSA blue book.

I have probably gone on too long as normal, so I will leave you with some photos of some goodies that we have had made for the 99T project. Go swift, go and do the Manx 2013!

Richard Simpson

# ROGER ALBERT CLARK RALLY

## 23-25 NOVEMBER



### SAAB HISTORIC RALLY TEAM

The Runners and Riders this year: some notes from the competitors on their preparations.

#### THE TECHNICAL ONE: Ceiriog Hughes/Emyr Hall Saab 96 V4 – Class C3

Currently Saab is stripped down, having four x fibreglass wings; boot lid lightened; red top battery; and new seats, all in an attempt to lighten the car, (both driver and navigator also on strict diet). Two gearboxes have been rebuilt by Chris Partington using the spec one with steel housing LSD and 7.38CWP, the spare box will be spec two, LSD and 7.38CWP.

Engine at present with our engine builder Peter Jones, and should be back for installation next week. This engine has new Mahle pistons, polished rods, balanced crankshaft, and lightened flywheel, new diaphragm clutch, 7.6 cam and steel timing gears, re-worked/overhauled cylinder heads onto which

the Saab inlet manifold will sit to take two x 45DCOE Webbers.

A new stainless steel exhaust has been made by Alunox with a slide joint between centre pipe and tail box, so that these can be easily changed if they get too badly damaged – we have found the centre pipe is very vulnerable.

A new sump guard is going to be fabricated and fitted following damage on the Severn Valley. The car has new springs all round with four AVO adjustable shocks (also has four x Bilstein shocks – need some testing to see which are best).

Fingers crossed this will get us to the finish, looking forward to it and hoping for some fresh snow as I enjoy driving in these conditions; (it also helps to keep the Escorts at bay).

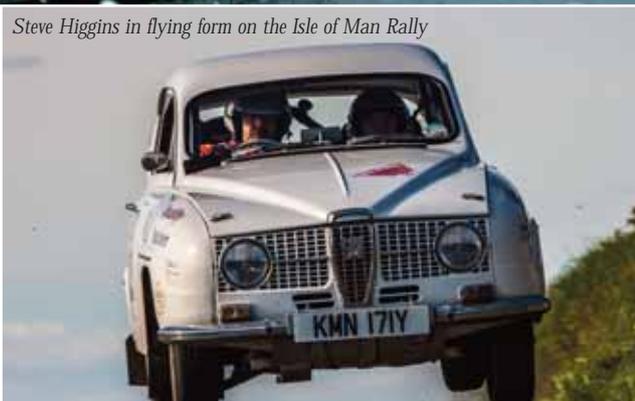
#### THE QUICK ONE: Steve Higgins/Howard Allison Saab 96 Longnose Class B1

Quick recap of Rally Classiagh (Isle of Man) Wednesday, 19 September. Steve from Malbrad and Richard Simpson arrived by our very fast ferry! Four hours, Richard was very impressed. Met them from the ferry with my car all set. Straight to the Grandstand then IOM hospitality kicked in – local pub for



Colin Hope and Nick Patrick on 2011 RAC Rally

Steve Higgins in flying form on the Isle of Man Rally



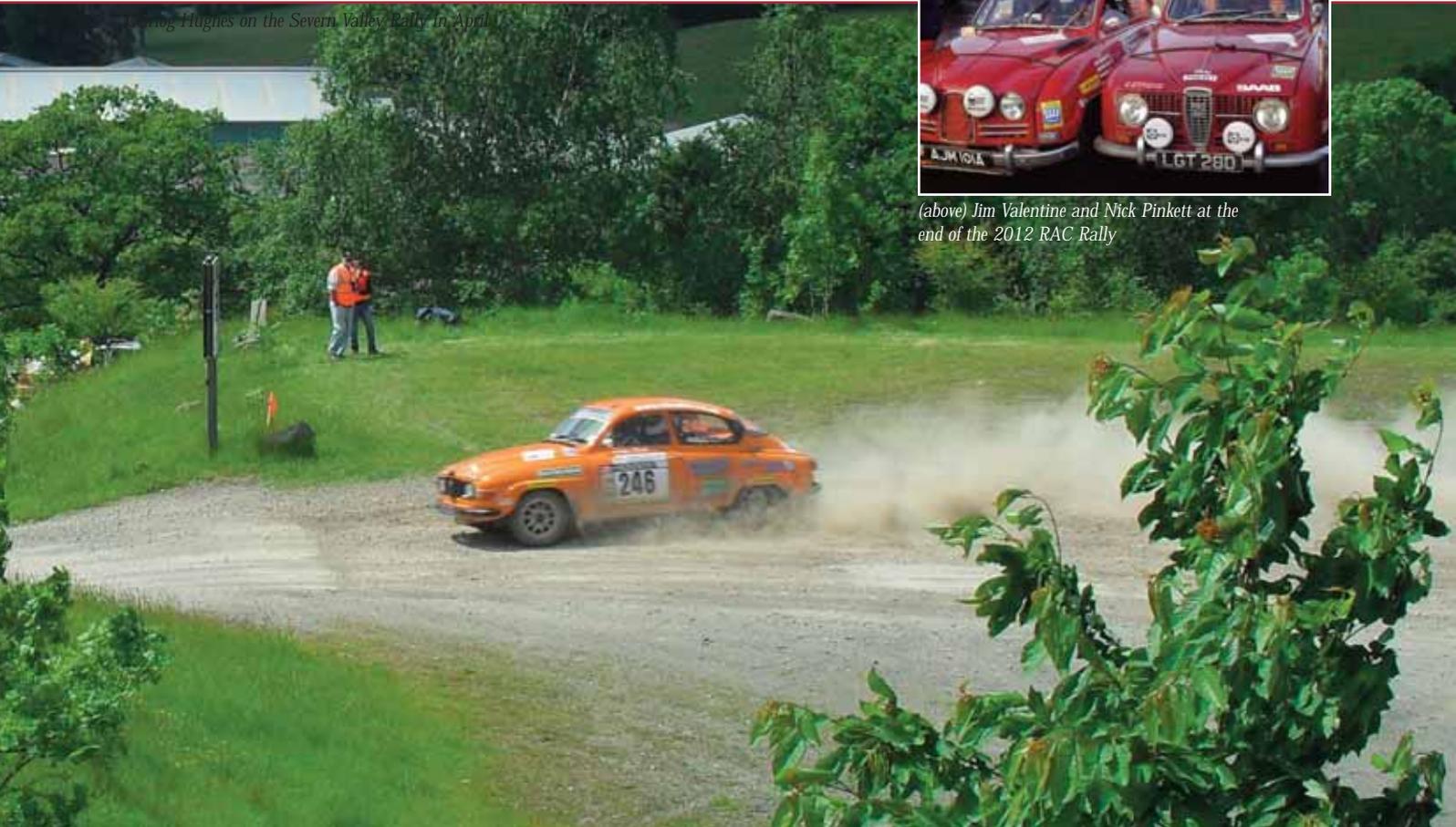
several Okell's ales. My wife then dropped them back to the hotel for a good night's sleep – I'm told! Thursday morning they picked up my van and headed to the Grandstand for scrutineering, but not before they had a swim, steam and massive breakfast. The car flew through scrutineering, only to be held up by the historic scrutineer insisting that the Saab rev up so they could have that lovely Castrol smell. I think we had every person up there in the scrutineer's bay!

Thursday night, first stage on promenade, two cars start together, totally cocked-up first run, weather really bad. Second run very good, two more stages that night very short and twisty but really good. Nothing for the crew to do at the end of night, so IOM hospitality again (pub). Friday, 12 stages with two 14

milers – no probs, lots of comments in service how good Saab looked. Very quick downhill, not so quick up, but holds its own on the flat. By the end of the day we were third in class, to the pub again – Richard slowed a bit, Steve carried on, good man. Saturday morning, 12 stages again. After four stages service, car sweet, no probs. One of the Coopers in my class swapped engine and box overnight and they had travelled all the way from Japan for this event. On the final classic 14 mile stage we were first in class as the Singer Chamois lost brakes on Stage 7. We had a fantastic last stage – foot to the floor; car ran like a dream; applauded all the way through the stage to finish. So 180 stage miles, three days rallying, £600 entry which included trailer van two passengers on ferry, an excellent event. Saab

# MOTORSPORT

Starting Hughes on the Severn Valley Rally in April



(above) Jim Valentine and Nick Pinkett at the end of the 2012 RAC Rally

Historic Rally Team here next year? Richard and Steve are looking a lot fitter now after all that swimming.

## THE STEADY AND THE SLIMMER

**Nick Pinkett/Richard Simpson**  
**Saab 96 Two-Stroke Class B1**

I am hoping to use my early Two-Stroke car rather than my V4, but I am having problems with the engine. I would prefer the Stroker, to honour Erik Carlsson's last RAC win 50 years ago. My co-driver this year is Richard Simpson, he nearly won the historic category in 2010 as a driver. He wants to sample the event in the passenger seat (thinks it might be easier), I've got news for him. We have yet to secure services of crew but intend using a chase car and service van – six people in total.

**THE WINNERS OF THE ERIK CARLSSON TROPHY**  
**2011: Colin Hope/Nick Patrick**  
**Saab 96 V4 Class C3**

As far as preparation for this year go's it starts tomorrow! Colin and I will be supported as usual by chief mechanic/chase car driver Brian McGuinness, Colin's cousin, Andrew and Andrew's son Paul who will navigate the chase car, drive the service van and help service and, most importantly our wives Gail and Lynn who help out with everything. Oh and a 1973 Saab 96 V4 1815cc car.

At the moment, the Saab is still in various pieces awaiting reassembly, when Colin and I have time. The engine and gearbox have been serviced, the suspension bushes replaced and the bodywork is undergoing some repair and is just about finished. Hopefully the car will be running again by the end of October and if time permits we will enter it into a local rally to act as a shake down.

We finished an excellent 13th overall on last year's RAC, one of our best results ever, so obviously we want to do better this

year! There are several stages that are new to us this year so hopefully we will quickly get the feel of them. The forests used this year have a lot of very fast, straight sections. This puts the Saab at a disadvantage compared to the Escorts, but we do spend a lot of time in the darkness this year. We love the night sections and we usually set quick times. One of our support crew members makes a large supply of very nice cakes to keep us all going. Maybe Lynn needs to make us some carrot cake for the night stages. Far better than Red Bull in my opinion.

**THE WINNER OF THE EXPENSIVE NOISES**  
**TROPHY 2011: Magic McCombie/Peter Gunson**  
**Saab 900 Class G4**

Magic joins us again this year with unfinished business to attend to. Unfinished has been the cruel fate of Magic's last two entries on the event. Magic is confident he has banished previous problems and is looking for that elusive finish. Peter has previously entered the event with Pop Gunson in a Mark One Cortina but retired after a hefty argument with a bridge abutment. Paul Rudd is organising the service side and he's hoping that getting the Myers V4 to the finish of the Trackrod recently is a good omen for this year's RAC.

**THE ORGANISER: Jim Valentine/Caroline Lodge**  
**Saab Sport Class B1**

Regular navigator is currently having his leg sawn off, which he offers as a paltry excuse for not joining the fun. In a rather tribal way, his wife Caroline returns to navigate instead. We're hoping that running the team will be less distracting for Jim's entry this year having managed to reclaim the B1 title last year. However, this year's Saab Historic Rally Team is nearly 50 people and 21 vehicles to manage...

Jim Valentine

# CLUBSHOP

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



## CAR SHAPED LAPEL BADGES

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

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

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

900 (white, green) Code: 150

**£1.80**



## SAAB CAR MATS

Code: 12

**£38.50**



## SAAB SWEATSHIRT

Sizes: up to 3XL

Code: 700

NOW AVAILABLE embroidery of the new and old logo including name and name of car onto T-shirts etc £1.50 name and the same for the car and model

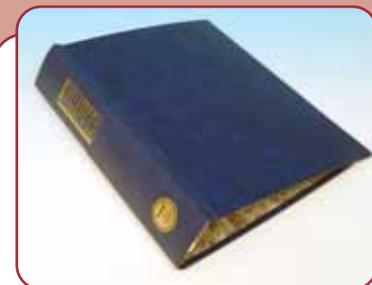
**£18.00**



## SOC MUG

Code: 42

**£5.00**



## 'DRIVER' BINDER

Code: 62

**£7.50**



## SAAB POLO SHIRT

Available in Black, White, Navy and Royal Blue

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## SAAB SILK TIE

New design

Code: 684

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**Sharon Foxley**

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## TAX DISC HOLDER

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**£1.00**



## SAAB PENS

Black/Cream Pen

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**£2.50**

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P&P charges apply to all orders

# PRODUCT OFFER

## SAAB CARS – THE COMPLETE STORY

I have recently taken delivery of the new book by our good friend and supporter Lance Cole. Its title 'Saab Cars The Complete Story', whets your appetite for the content even before opening the front cover. I do have to confess that I have not yet read it from cover to cover, nor am I anything close to a book reviewer. However, having scanned through it, I thought that I should, at least, share my enthusiasm for all the work that Lance has put into this great book.

Although in the early part there is reference to a wider audience, which I fully understand, I think that it is the true Saab enthusiast who will appreciate it the most. It really does tell the complete story from the background of the Wallenberg family and Saab's aeronautical background, right through the years of innovation, style, engineering excellence and safety, a great section covering Saab's motorsport heritage and, in the latter part, the GM years and events leading up to Saab's demise.

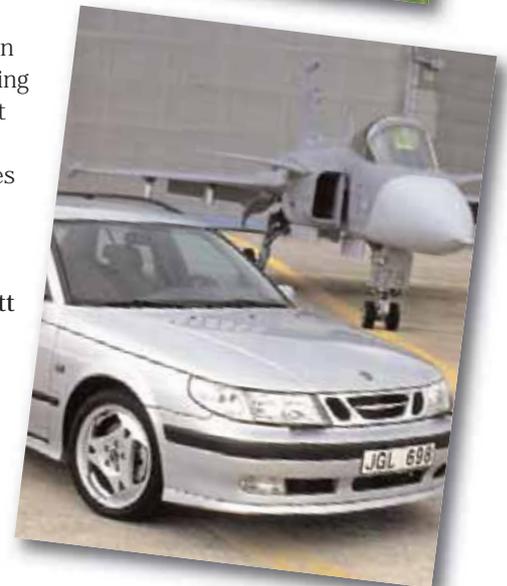
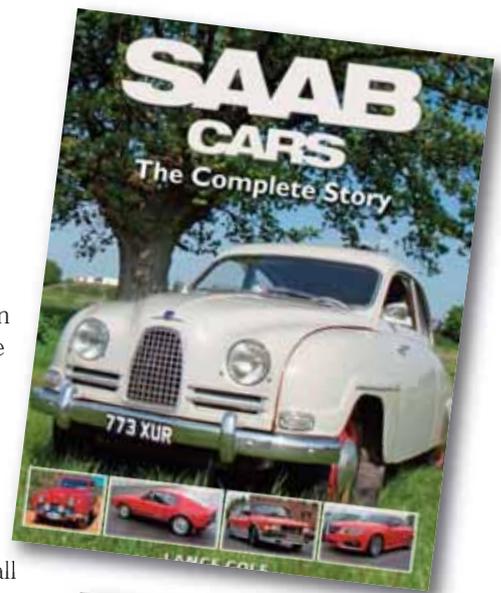
What I particularly like about the book is that it feels quite personal in that I can recognise cars and people that I actually know. I find this quite refreshing compared to some other publications that just utilise the normal faceless pictures. I know that Lance made a huge effort to take many of the photos himself and source some from enthusiasts all around the world.

I also find the specification section for each model a great feature, making it a reference book as well as a great read. I am now looking forward to finding the time to read all 270 pages properly. I have a feeling that I am going to learn quite a lot. Nice one, Lance. Great book.

Mike Philpott

*Lance has kindly donated a copy of his new book for our product offer. If you are not the lucky winner and want to get your hands on a copy it's available from:*

***www.crowood.com  
or www.amazon.co.uk***



We have one copy of 'SAAB CARS: The Complete Story' to give away. To enter, simply answer the question below and post, email or fax back – please see the details below:

How many pages does 'SAAB CARS: The Complete Story' have? \_\_\_\_\_

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Please post, email or fax entries to: Anne Szpindor • Mypec, Beech Hall, Knaresborough, North Yorkshire HG5 0EA.

Fax no: 0113 255 6887 email: annes@mypec.co.uk

Entries close 1st December 2012. The winner will be the first correct entries drawn at random.

### PREVIOUS WINNERS

June/July 2012

'Ultimate Snow Foam and Lance'

Susan Platter – Membership No: 020201D-6

John Howard – Membership No: 18888

Alan Sitton – Membership No: 019629D-4

August/September/October 2012

'Ultimate Golf Break at The Belfry'

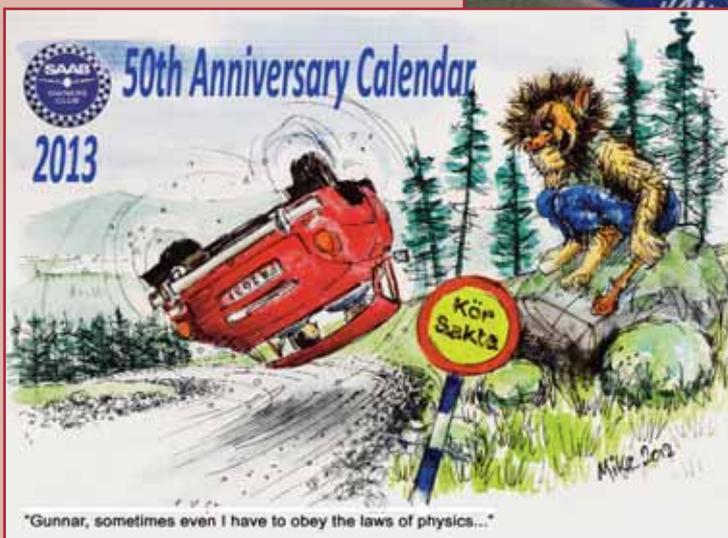
Mrs S M Jenkins – Membership No: 010937D-9

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# 50th Anniversary SOC calendars

2013 will be the 50th Anniversary of the Saab Owners Club of Great Britain. As part of the celebrations, a limited edition calendar has been produced. Each month has a different cartoon depicting various events in Saab rallying.



There are two versions of the calendar, one is an A4 booklet style which is wire bound and opens to A3; the other is in a CD case which opens to form a stand for use on a desk or table.

**The cost of these superb, limited edition calendars is:**

**A4 booklet style: £6.00 + £1.25 p&p**  
**CD case style: £3.00 + £1.25 p&p**

The calendars can be ordered and paid for online at the Club Shop, [www.saabclubshop.co.uk](http://www.saabclubshop.co.uk) – all orders will be despatched the first week in December in time for Christmas.

These fantastic quality cartoons are the handiwork of Mike Palmer, and our thanks go to him for the time, energy and skill he has given to this project.

# CLASSIFIED

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

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

## 900

### Classic Saab 900

As a veteran Saab owner and long term Member of the Owners Club, I have decided to sell my Classic Saab 900 - 'Maverick'. Maverick is a 1989 900, two door Turbo (booted version) of which apparently there were only 500 built, principally for rallying. During Mav's six year adoption to our family he has received a total re-spray, new interior headlining, total underseal and new tyres, exhaust and battery amongst other additions and regular maintenance. This old boy of 140,000 miles has his own garage where he slumbers away the winter and is now used only on dry summer days to test his sun roof. A very reluctant sale for £1500 will hopefully secure his ongoing future. Tel: 01379 678400.



## 96V4

### 96V4 Restoration project

1968, 'D' Reg. £400 ONO.  
Tel: 01273 517160.  
(Motorama, Newhaven, East Sussex).

## 9-5

### SAAB 9-5 Aero

2.3 Turbo Petrol, 52 Plate. Mileage 150,000. Colour Midnight Blue. MOT'd June 12, Current TAX (disabled). Reason for selling: War disabled and permanently wheelchair bound, car cannot be converted for my disability. £1500 ono. Tel: 01333 300624 Mob: 07765 441479. (Fife).

### 9-5 Aero Estate

2002 automatic, immaculate. One owner, 55,000 miles. Serviced annually, brand new Saab wheels fitted since photo taken. Tel: 01692 535482 (Norwich).



## BITS AND PIECES

### Various items

V4 1700cc crank shaft, full size but needs a regrind, £330 inc p&p. V4 twin choke inlet manifold c/w vacuum plate, £130 inc p&p. Peter 07931 977880. Ian 01424 713927 after 3.00pm only.

### Various Items

Aero Wheels three spoke deep dish centre caps. Excellent £100. Headlights excellent reflectors/lenses £30 pair. Wind Mirrors £15 pair. Rear discs unused £20. Side repeaters orange, smoked £5 pair. Centre console switch panel 1 with sunroof £5 each. ACC panel £10. Front indicators £15. Puddle lights £10 set. Rear corner panels Amethyst colour £10 pair. Rear light clusters three pairs £20 pair. Powerflex gearbox mount bush new £15. Tel: 02392 521222 (Hampshire).

### Ex-1997 CSE Parts

Boot liner, tray, cargo box, tow hook, mounting kit and electrics, three x remote locking/senders and roofbars. Offers please. Tel: 020 8943 0349 (Middlesex).

### 15 Spoke Alloy Wheels

Set of Saab BBS - 171 x 17 HZ for 93. Saab Part No: 12787995, boxed. Very good condition, only used for six months £200. Digital photo available if required, via email. Tel: 01823 432699 (Taunton).

### Plate Registration Number

S88 BRW. Sensible offers considered. Also dog guard and boot mat to fit 9-5 Estate £50 the pair. Tel: 01635 248959 (Newbury).

## MISC

### Oil Leaking from Distributor

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

## HOLIDAY LETS

### Apartment in Western Algarve

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### Swaledale Dales Cottage

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

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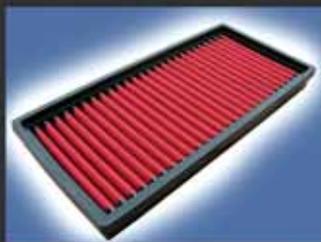
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