

JANUARY/FEBRUARY 2017 ISSUE | £6.50

# SAAB DRIVER

The Magazine of the Saab Owners Club of Great Britain Limited

## INSIDE

SHELSLEY WALSH CLASSIC

SAAB TOPPOLA CAMPER

ROGER ALBERT CLARK RALLY



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Please state your Membership Number on all correspondence

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## DEADLINE DATES

March/April 2017 – 20 January 2017

May/June 2017 – 24 March 2017

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

## Disclaimer

The Club welcomes contributions to 'Driver', but reserves the right to amend them where necessary. All contributions, whether they bear names, initials or pseudonyms, are accepted on the understanding that the author is responsible for the opinions expressed and that they do not necessarily reflect or comply with those of the Club, publisher or editor. Although every care is taken, the Club, publisher and editor cannot be held responsible

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Classified Advertisements – see page 54.  
Technical queries for Car Clinic, Richard  
Elliott. (See Car Clinic for details.)

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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, valuations@saabclub.co.uk  
Manor Heath, Manor Brow, Keswick, CA12 4AP

## DISPLAY ADVERTISING IN THE SAAB 'DRIVER'

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

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Hello everyone and a warm welcome to the first edition of the 2017 'Steering Wheel'. By now you will have recovered 'just' from all those Christmas festivities and New Year celebrations with family and friends.

Firstly, my deepest thanks goes to Dave Garnett who volunteered to stay on for another year to assist with the transition of Chairman duties, thank you Dave. My thanks also go out to all the local Groups who invited me to their Christmas bash. My apologies for not being able to attend all of them, the CRUK who I am involved in for various fundraising events took up much of my diary in the run up to Christmas. I did get along to the Essex SOC meeting in November at the kind invitation of Andrew Ballantyne, which was held at the Halfway House Pub in Brentwood. It was a bright and dry afternoon and clearly the cold did not deter anyone as the event was extremely well attended. I was joined at this wonderful event by fellow Club Directors Elli Wilson and Adrian Summerfield along with their lovely ladies Shaw and Michelle. All agreed it was a great event and we were made to feel very welcome by Andrew and the Group.



The SOC GB Board have been very busy since the AGM in October and we have been working feverishly in the background on several projects for Members for the 2017 calendar. The planning for the 2017 National, which will be held this year at the Hatton Country World in the West Midlands, is going full steam ahead. We have a very enthusiastic group of volunteers who are proving to be invaluable for ideas and help in the pursuit of making this event a truly great one. Chris Redmond, Elli Wilson and the team are showing me just what can be done if everyone shares the same goal and ideals for the event; I for one have already booked my hotel for the National such is the need for my being there without any disappointment.

After a nice long chat with Nick Walker of UKSaabs following the AGM, we have agreed 'provisionally' to hold three annual events in 2017, 2018 and 2019 in Scotland. The logistics have yet to be

worked out and finalised, but we shall endeavour to let you know the details when we have them.

Also, more good news for you. Rachel Hillier has now organised the venue for our very first 'Members Day' to be held in September. Just a few more things still to organise before we can give you full details, but everything is proceeding along quite nicely. Plus, we also hope to have another classic car event in the SOC GB calendar for April 2017, which is being looked into as we speak. Oh, and while we are on the subject of classic cars, I would like to report to you all that the Classic Car Show event at the NEC Birmingham in November was an absolutely resounding success. Young Elli Wilson and his team not only worked tirelessly over the three days, but also gained for the Club no less than 'forty' new Members. Yes, you did read that right, 'forty'! A truly astonishing achievement for the Club and all concerned.

Now on to some bad news, I'm afraid. In November last year we lost a true Saab enthusiast in Erol Ahmet through illness. Erol was a great guy and even though he was not well, he had nothing but love for both his family and those of us fortunate enough to be called his 'friends'. Erol leaves behind his lovely wife Ida and young son Ozi. My deepest condolences go out to the family and his friends at this most difficult time.

More sad news, and one which indirectly affects us all, is the posting of ill thought-out comments on social media. In my role as Chairman, part of my duty is to encourage traders and advertisers alike to take a more active role within the Club. So, in November and December I approached a number of people for help and to make suggestions as to how we might benefit each other for the greater good. No less than four of these vitally important traders told me quite frankly that they were 'less than enthusiastic' in putting their hands in their pockets to help the Club when they are constantly being character assassinated by certain individuals on Facebook and on car forums. Well to say I was stunned when told this to my face would be a massive understatement! We, ie the SOC GB are a small but very enthusiastic group of people, who have a great and deep affection for Saab. Our numbers are low, but as a Club we are growing all the time, so clearly bad comments made on Facebook and car forums about certain traders and

organisations do absolutely NOTHING to help the Club as a whole to move forward with sponsored help. So, I make this appeal to those who have been instrumental in helping to damage the Club in the eyes of those who seek to help and be involved. Please, this must all stop 'NOW'. The Club is here to embrace the help of those in a position to look after our Members by way of services and or discounts and much needed financial assistance with the National.

I do so hope that this is an end to the matter and that we can all move forward and get together to make this wonderful Club go from strength to strength.

On a very personal note, many of our unsung heroes in the 'Driver' work behind the scenes as volunteers; they give up their very valuable time by making contributions to the magazine that is of benefit to you, our valued Members. All of this, up until now, has been done with little thanks or recognition, so I would like to amend that by publicly thanking all those who make a difference in this magazine.

#### **I would like to thank the following:**

Ken Dover – Valuations  
Alex Rankin – Publicity  
Richard Elliot – Car Clinic  
Rich Bone – Proof Reader  
Steve Trigg – Group Liaison Officer  
Nick Walker – UKSaabs

#### **Car Registers**

Nick Walker – Sonett  
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Alex Rankin – C900  
Lauren Crook – NG900/93  
Simon Parker – 9-3 SS  
Richard Cracknell – 9-5

#### **Motorsport contributors.**

Steve Higgins, Don Bramfoot, Gavin Chisolm, Jim Valentine, Martin Burns.

Last and by no means least, I would like to thank all of the traders and advertisers who continue to use this magazine and our website for and to the benefit of our Members.

So, dear friends, the time has come to leave it there for this edition of 'Steering Wheel'. May I take this opportunity on behalf of myself and the Board to wish you all a most happy and prosperous 2017.

Take care now everyone and drive safely.

Os

## OBITUARY

### Saab engineer Per 'Mr Turbo' Gillbrand

Mr Gillbrand was one of Sweden's most well-known automotive engineers. He died on 30 November 2016 aged 82. While he worked in many different technical areas, he was mostly known for developing the turbo engine for Saab.

Per was born in Tidaholm, Sweden in 1934, which is about 100 km east of Trollhättan. He started his automotive career with Volvo Penta in Skövde as a test engineer. He moved onto Volvo in Gothenburg where he worked on 'Project 1958' which later became the P1800. He was also involved with the development of the well-known B18 engine.

Mr Gillbrand started working for Saab in 1964. He worked on the development of the first four-stroke engines for Saab. Turbochargers were used in cars before, but Per was successful in controlling the boost pressure. This made Saab the first car

manufacturer to offer turbocharged engines in passenger cars on a large scale.

Anti-knock control, the 16-valve cylinder head and the company's direct ignition system were developments at Saab where Per Gillbrand was involved in. Many of these technologies are now common in today's cars, and recent Saabs in particular.

Mr Turbo kept himself busy after retirement and helped with the development of the 'variable compression engine' presented at the Geneva Motor Show in 2000. He also worked on small-size replica combustion engines, modelled after historically significant real engines like the Bugatti Veyron W16.

Mr Gillbrand: "All engines have an oil pump, a fuel pump and a water pump. 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!"



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## Radio Result

After many months of trying to have the radio in my 2004 9-3 1.8T repaired with no success, I gave up.

After mentioning this to my brother Roger Carter, a Member of the Dragon Saab (Welsh Section of SOC), he tried to get hold of a second hand unit.

He then consulted with Chris Redmond, a friend and Chairman of Dragon Saab, who advised consulting Chris Dennis a Saab trained mechanic and garage owner in Bedwas near Caerphilly, South Wales. Much to my pleasure he obtained a replacement within hours.

Living in Nottingham I needed to find a garage in my locality to do the work.

Having recently joined the SOC I read the 'Driver' and I found an advert for Redhill Garage in Arnold, Nottingham. I hadn't used this garage before so I rang first and spoke to Chris (there are a lot of Chris's in this story).

He arranged to have the car within a few days and promptly fitted the radio, plus replacing worn out badges. All the work was done and to my amazement, free of charge.

I was so delighted with the service from everyone involved I felt I had to write and thank everyone, to be a Member of such a friendly organisation who have been so helpful is great.

Mary Amos

## Rally Remembered

My fiancée's (now wife) cousin lived in New Galloway in the Galloway Forest Park and her husband worked for the Forestry Commission. In 1965 he arranged for myself and our friends to drive our road going motorbikes across two of the local farmers fields from the road alongside the west side of Loch Ken to the Forestry Commission boundary drystone wall to save walking some miles from the forest entrance. We left the bikes there, climbed over the wall and walked about half a mile to the location in the photograph by Stroan Loch in the Cairn Edward Special Stage.

The Scottish Rally was always held over the old Whitsuntide weekend and it was always hot and dry as can be seen from the dust behind the car, the route the cars took can be seen with a plume of dust in the distance on the far side of the Loch. The rally route is now part of the Raiders Road Forest Drive.

Don Ryder



## Life Long Relationship

Whilst talking to Andy Boorman and drooling all over his fantastic Red 96, my mind drifted back to the 1960s, in fact 50 years ago to my first encounter with a Saab and subsequent purchase of a Red 96 T/S.

As with many firsts in your life, this encounter stays with you. It took place at Gordon Lamb's dealership in Chesterfield.

My little Mini was a nice, nippy car (rumoured to have been once owned by Peter Sellers) but suddenly we were being propelled around the streets of Chesterfield in this strange car.

First recollections were that this car was very different in many respects. Overall it was a much bigger car to the mini although the T/S Engine was only 841cc, it seemed to stand much higher off the road. Then I noticed the steering column gear change – odd and a free wheel device – odd again. Plus, seat-belts! What were these for? The mini had no such thing, let's face it safety was not in the forefront of the British car industry at that time.

So a test drive was taken during which another Saab flashed us – equally odd. Should I know these people.

Also, don't forget the T/S oil on every fill-up.

So, it must have taken all of ten seconds to make a decision to purchase.

Now it was time to see these cars in action on the RAC Rally. We headed off to Clipstone Forest in the company of an army of Saab enthusiasts. We all wanted to see Erik and the new up-start kid called Stig.

We heard them coming at least a mile away. They were upon you and were past in a flash. Wow that was something special, well worth the sixty-mile drive and trek into the forest.

So, our relationship in the Saab family was cemented and continues to this day. The Classic Car Show is more than a display of old cars. It brings back memories of days gone-by and of the happy times spent as a family in our Saab.

It has founded life-long friendships with many people not only in this country but also overseas.

Long may it continue.

Happy Saabing.

Wynne Jones



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## 9-3 Folding Mirrors

Wonder if I can pick your brains on a rather odd electrical problem, please?

I've have auto-dimming folding mirrors (without memory) on my 9-3x. The driver's mirror will not fold in when I press the button or if I use the key fob to fold the mirrors, but it will fold out 'on the button' and will also fold in automatically if, after trying to fold the mirrors in 'on the button', I switch the ignition back to the 'on' position, but do not restart the engine.

I took the car to my local dealers and they reckon I need a new mirror housing – does this sound right? I've seen articles on the web suggesting that it is more likely to be a problem with the driver's door module, or I guess it could even be the switch itself, or a snagged wire somewhere? Given that either a new mirror housing or DDM (and related Tech 2 work) will cost around £200, what do you think I should check first?

Mark Gardiner

*I think it's more likely the door module as it appears the mirror does function correctly under certain conditions, they could initially try re-adding the existing door module.*

*The door module is the least expensive option but in the event this fails Saab/Orio do supply a mirror housing part no 32019467 £77.40 plus VAT.*

## 9-5 Purchase

I have been looking at the possibility of buying a 2004 (54) plate Saab 9-5 Aero Estate Auto.

I have been reading various websites about the reliability of the 9-5 models and the issues they have regarding, sludging of the oil, electrics, head gaskets etc and astronomical insurance premiums, as it is a group 43/44. In your experience, what do think of the 2.3T (B235 engine) Aero model and would I be better off looking at a lower spec model.

Andrew Bird (FGS)

*I think the aero 9-5 is a good choice, the engine is good but regular servicing history is important when considering a used example, if neglected excess sludge forms in the sump and oilways that can lead to premature engine damage.*

*In any event it's a good idea to drop the sump and clean out the strainer if it's done more than 60k.*

*Later models have a modified breather system which helps sludge formation and reduces oil leaks and this modified system can be fitted to pre 2003 models.*

*We don't really have any electrical issues with this model.*

*I don't think the insurance will be any more expensive than a standard 2.0 litre.*

## 9000 CSE Main Beam Issue

A few years ago I couldn't get main beam on both headlamps and the problem turned out to be a faulty headlight relay 44 33 801. I replaced the unit with a second-hand one.

I now have a similar problem whereby the nearside headlamp

will not switch on to main beam. The bulb and fuse are fine.

Is it likely to be the relay at fault once more when only one headlamp is affected or is it suggestive of a deeper problem?

A couple of other things have occurred to me which may help throw some light on the problem:

1. There is no warning light on the dash showing a bulb failure. (Perhaps because there isn't one.)
2. When the one headlamp (offside) is on main beam, there is no blue warning light on the dash to indicate full beam is on.

Terry Quinn

*I think its most certainly the headlamp relay, available new from Saab £44.00 plus VAT*

## 900 Issues

The car starts fine and drives great, but certain things do not work for one reason or another. I have checked fuses, they are all ok so I hope it is a relay but they are hard to find. I have found some under, the steering wheel and in the bonnet as well as in drivers sidepost near door hinges.

I have been told there is a magic box that costs a bit, cant remember what it is called.

sdlynx1811@btinternet.com

*The unit is called DICE, but it will need programing to the vehicle with Tech 2. This unit controls all items such as lights wipers etc.*

## Which Fuel?

Regarding your request for feedback on supermarket fuel. I use Asda diesel in my 1.9 Saab 9-3 Vector Sport which I bought from you with 83,000 on the clock and now has done 109,000 miles with no problems. So in my opinion there is nothing to choose between branded fuels and supermarket ones.

Malcolm Bannister

*I agree with you, however some drivers may have a different opinion, pleased the 9-3 is going well.*

## 9-3 Starter Failure

I have a random fault on my 2000 9-3 S Coupe Automatic.

Occasionally the starter fails to engage, it just clicks. Wait a couple of hours and it starts normally and runs fine for the rest of the day, weeks, months, most of the time. I don't think it can be anything to do with the car being automatic because I had a rare similar problem with a previous car, a GM 900 that was manual. I took it to the ex-SAAB dealership and left it with them for a week but they could not reproduce the fault although they did agree with me that it might be the Solenoid. They also said it was an integral part of the starter motor and would be expensive and might not solve the problem.

Neo Brothers said I could have a solenoid for £31.20 (£20.00 + postage £6.00 + VAT £5.20) but is it possible to swap the new one with the one in the starter easily? Or do you think I

should just get another starter complete? I have not priced a starter motor, might that be the best solution?

Totally separate to the above as far as timing goes, occasionally the transmission (automatic) warning lights up and sometimes I have to limp home, but sometimes I don't even notice.

Usually, the next day everything is back to normal and it does not reoccur again for months.

I would still have to get a local garage to do any work as I am a bit past crawling under cars having been born about 10 years before SAAB cars. Many, many thanks, Hope you can help.

Derek Fletcher

*I would think it's the starter which is the easiest item to change and I would change it complete. You could fit a used one as they are reliable and cheap.*

*It could however be the ignition switch or start inhibitor switch, (neutral switch which ensures it's in park or neutral to activate starter).*

*The other fault you mention with the auto transmission in limp home, it needs the fault codes checking, it can generate a code for the gear position switch if its moved too quickly when first started, this is the same switch unit as the neutral switch (or a faulty switch).*

### 9-3 Cruise Fitting

I am looking to purchase a 2007 Saab 9-3 1.8T 150 BHP Linear Convertible. How easy is it to fit cruise control to this version? I have looked at various forums, sadly they give conflicting advice. Can you advise if its possible and what parts will be required. I realise it will require a new indicator stalk and one or two pedal switches.

Robin O'Connor

*On all 9-3 sport models (2003 onwards) all that is required is the stalk, simply pulls out and a replacement put in, but the car will need programing to activate function with tech 2. You need part no 12801095 £19.02 plus VAT new or secondhand will be suitable.*

### 9000 Electrical Issues

I've started getting electrical problems on the 9000 CS 2.3. I wondered if you have got any suggestions as to where to start.

I imagine it is a faulty earth somewhere, or a relay, but maybe you have other ideas.

The first thing that happened was the radio going off when I operated the indicators. Now the engine misses a beat when I put the headlights on full beam as well, and a couple of times the radio and the trip computer have reset themselves as if the battery has been disconnected.

Is there an earth terminal somewhere that tends to corrode and give problems, or something else you can point me towards.

John Hill

*I think it's probably a faulty ignition switch, try that first, it's easy to swap.*

### Sat Nav Discs

I have been in touch with Ruud as I wasn't sure what had happened regarding the more up to date Sat Nav discs and whether you would like to run some a competition/draw where Members can win a copy for free?

Just out of interest I tried three 'copies' of more up to date discs in my unit before I came across Ruud and his discs and his is the only one that was able to function properly in my unit without showing an error and or over heating. He is and was also very helpful when I explained the problems that I was having.

As we discussed previously, he also has a system of cleaning the laser head as well as providing new discs and can replace the laser unit if necessary.

Michael Whitehead

*We now have three sample updated Sat Nav discs suitable for the 9-3 2007 onwards for test. The first two members who send in a request via email will receive a disc for evaluation free of charge.*

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# SHELSLEY WALSH CLASSIC NOSTALGIA 16-17 July 2016

Well I had a dream last year whilst recovering from lymphoma that this year I would do as many events as I possibly could and these included Goodwood, Saab Nationals, Leukaemia Historic Rally and Shelsley Walsh hill climb. We also plan to take the Saab to Southern Ireland later this year.

The main reason to go to Shelsley Walsh nostalgia weekend was to see again the amazing Auto Union which came to this venue in 1936 and was driven then by Hans Stuck. Eighty years later it returned to climb the hill again, driven by Hans Stuck junior. The event also was to pay tribute to the Group B rally cars and included Audi Quattros, Lancia 037, Peugeot 205T16 and several more.

Taking the Two-Stroke was always the plan, so about a year ago I set the ball rolling by ringing up the entries secretary to see if the car was eligible and acceptable to compete there. She said it would be brilliant to see it, but was not amused when I asked if I could run down the hill as it is a very slow car! So entry filled in and sent off.

We intended to tow the car with my motorhome, so the next thing to do was fit a tow bar to the van so this could be done.

About two months ago I started to think about preparing the car for the event. I had already decided to get the paintwork tidied up, so I removed the sump guard and front and rear bumpers and the rear seat. That lot weighed a fair bit. Once the car was back from the paint shop I had a few other things that needed to be done prior to the event. I fixed the mandatory beam breaker on the front, put yellow tape on the earth wire and fitted an extra throttle spring. An 'on' 'off' sign for the ignition switch was put on the dashboard. She had a wash, checked the tyre pressures and got a jerry can of twenty litres of high octane fuel mixed with the correct oil. Ready!

I must say, the Friday of the event came round very quickly and having sorted the trailer out locally from a good friend,

loaded the car up and off Lyn and I set off to Bromyard to see Graham McDonald who was supplying a new air filter. Met up with Graham and collected air filter, had a chat and looked around his vast stock of two-strokes then on to Shelsley, which was about fifteen miles from Bromyard.

We arrived about 4.00pm and met our other friends, who also arrived about the same time in two other vans. All set up in the camping field opposite the hill climb venue, car off the trailer and taken in to our garage in the paddock. Luckily we were able to sign on and found a very friendly scrutineer who said he would do the car there and then. This is always a stressful time, but it went very smoothly and there were no issues except when he asked me if the seat belts were Swedish!

Walk back and barbeque and beer time! The weather was fantastic and we had a very pleasant evening chilling.

Having signed on for the Saturday we got into a discussion about taking part on the Sunday as well! Why not? Quick chat with the entry secretary, paid another entry and bingo, a full weekend of motorsport.

Saturday dawned bright and clear, so I made my way across to the paddock for a chat and get my allocated batches for the practice runs. The practice is not in classes so there was a very varied mix of cars in both my batches. I had elected early batch numbers to ensure I got both my practice runs. I decided to walk the hill before my first run but felt it would be all virtually 'flat' except possibly for the final S-bend, however, I was amazed as to just how steep the hill was nearing the top. Fill up with a bit of fuel and ready to go!

My first run was great fun and I received a lovely reception from the crowd. It wasn't fast but I realised that my prediction of it all being 'flat' was correct and all I attempted to be was as smooth as possible on all the curves to maintain my speed. My prediction of being under a minute was correct and my first run



*“We had some brilliant commentary about the car during the runs and were inundated with spectators in the paddock asking questions, taking photos and looking at the car.”*

was 57.43 seconds, terminal speed across the finish a very slow 45mph. Just to put this in perspective the hill record is in the low 20's and their terminal speed was over 130mph!

The day basically continued at this pace and every run was in the 57 second frame. Consistent if nothing else. However, we had some brilliant commentary about the car during the runs and were inundated with spectators in the paddock asking questions, taking photos and looking at the car. It was a very special day and Lyn also really enjoyed the dressing up and Lyndyhop dancing that was going on in the courtyard. I also got interviewed by 'Motorsport News' for article an which has since been published, fame at last!

Chatting over beer that evening as to how we could break into the 56 second barrier we decided to polish the car, raise the tyre pressures and get as early a run in the morning as possible, hoping the cooler air might help. Fingers crossed.

Next morning bright and early back over to our paddock position, grab a scrutineer and get my slots for practice. Managed to get a very early batch for first practice and kept the car nice and cool and thought hard about how and where I could gain that extra time. Start line ready, wait for green, no wheel spin and flat in third to the top S-bends as smooth as I could be, late into second gear, cut the corner, round the second S and then full chat into third gear and head for finish line. Through the finish and then check the digital timing clock! Bingo 56.93 we did it! I was so excited you would think I had broken the hill record. I had a grin from ear-to-ear, when I got back to the paddock and the whole team were delighted.

Unfortunately, all my other runs were back into the 57's so never saw that 56 on the timing board again. Hopefully I will return next year with a bit more power to break into the 55 second barrier.

It was a brilliant weekend of motorsport and entertainment which I would highly recommend to everyone.

Ian Meakin



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# NOTICEBOARD

## FINAL CALL TO 'SENIOR' SAABISTS

Your last chance for those of you who were Club Members during those formative years of the early 1960s and into the mid and late 1970s to join the others who have already responded to the announcement in the last issue of the 'Driver'.

Yes, just those of us for whom 'real' Saabs make a sound like angry bees; have that distinctive thrum that only four cylinders firing in a V-formation can make; or are ice-creams with free-wheels!

A handful of us have recently realised that we may not be immortal. So surely the time has come when we should have that final – well, almost – gathering to look back over memorable moments, re-live our motoring youth and remember those who helped us to enjoy those unique Saabing experiences.

First, we need to decide upon a location... then a date to suit as many as possible. Please respond with your preferred

contact details, the area you're currently in – and maybe even suggest a venue.

We'll collate all that information and send out to all responders our suggestion for the date and place we'll meet up for this Senior Saabists' 'Chat-Fest'.

If you're reading this but don't actually qualify (shame!), but are aware of someone who does, please make sure that they know what is afoot and have the opportunity of joining in.

All replies to [alanlawley75@gmail.com](mailto:alanlawley75@gmail.com) – please.

Remember, Go swift. Go safe. Go Saab! Memorably.

Vernon Mortimer, Alan Lawley, Andrew Mason.



## PEAKS & PLAINS

SATURDAY, 3 JUNE 2017

**A DATE FOR YOUR DIARY**

Peaks and Plains (previously Peaks and Dales).  
The route will take us into Cheshire.

Booking form required for all Members attending.

Please contact Richard Elliott

Tel: 01457 852944 E-mail: [technical@saabclub.co.uk](mailto:technical@saabclub.co.uk)

## Saab 'Driver' Needs Your News!

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

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

[annes@mypec.co.uk](mailto:annes@mypec.co.uk)

Tel: 0113 257 9646

## SAAB FEST UK 2017@HATTON THE NATIONAL 28-30 JULY 2017



The 2017 National Weekend will take place at Hatton Country World



Set in the beautiful Warwickshire countryside near Birmingham in the West Midlands, Hatton Country World is the perfect location for the 2017 Saab Owners Club National weekend with plenty to do onsite the whole weekend for all Saab enthusiasts.

The weekend will commence Friday, 28 July 2017 for those attending the whole weekend. Friday's activities will start with an informal gathering of vehicles on the Hatton show field. The evening's event will commence with a two course meal at one of Hatton's eateries followed by entertainment at the 'Saab Fest' event marquee including a quiz, background music and more to be announced.

Saturday morning kicks off the first of the weekends' main show days with the show field opening to visitors from 10.00am. Saturday will see the obligatory vehicle displays along with trade stands and activities. Saturday evening's meal will be a lovely two course dinner again served in one Hatton's fine eateries. Those wishing to carry on the festivities are invited to attend the evening event with live music at our exclusive marquee.

A slightly earlier start of 9.00am will open Sunday's show. Sunday will host the concourse and best car competition along with trade stands before wrapping up late afternoon with the awards and presentations. A tour of the local beauty spots will be organised for those wishing to get out into the beautiful Warwickshire countryside.

In addition to the Saab festivities, Hatton Country World has lots to offer for all ages. Being a very popular family day trip location it has something for everyone. Children can play and explore Hatton Adventure World where they are guaranteed fun, action, new experiences and a bit of learning for families with children up to the age of 12 in a lovely, safe and happy environment. Lots of indoor activities, a daily programme of shows, outdoor laser combat, farmyard favourites, Scales and Tails interactive area, fun fair rides and much more. There is an additional cost to enter Hatton Adventure World but a discount will be available for 'Saab Fest' visitors. If Adventure World isn't for you, then you can take a stroll along the 'streets' of Victorian buildings lined with independent retailers selling all manner of high quality items, stop for a break and relax in either our restaurant or café or buy some hand-made fudge from the traditional sweet shop. The shopping village has an array of independent shops offering lots of different craft items for sale and also gives you the opportunity to get up close to the creators of many of the products offered for sale.

We are sure you will all enjoy what Hatton Country World has to offer and look forward to welcoming you to 'Saab Fest UK' Saab Owners Club National in 2017.

Online booking will open in March 2017 with a pull-out 'hard copy' in the March/April edition of Saab 'Driver'.



## MARCH

**Friday 31 – Sunday 2**  
**Practical Classics – Classic Car & Restoration Show**  
Birmingham NEC.

## APRIL

**Sunday 23**  
**FBHVC 'Drive it Day'**  
Various local runs. Highland Classic Motor Club, Inverness.

## MAY

**Sunday 7**  
**Swedish Day**  
Crewkerne, Somerset.

## Sunday 21

**'How many left' event**  
for nearly classic vehicles with fewer than 500 examples left on the road.  
Grampian Transport Museum, Alford, Aberdeenshire.

**Saturday 27**  
**Rotary Club of East Sutherland Classic Car Tour**  
Dornoch.

**Sunday 28**  
**Vintage Day**  
Highland Folk Museum, Newtonmore.

## JUNE

**Saturday 3**  
**Peaks & Plains**  
Route into Cheshire.

## JULY

**Friday 28 – Sunday 30**  
**National Weekend**  
Hatton Country World. See page 15 for more details.

**Saturday 8 – Sunday 9**  
**43rd Scottish Transport Extravaganza**  
Glamis Castle, Angus.



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 March/April 2017 issue is 27 January 2017. PLEASE QUOTE YOUR MEMBERSHIP NUMBER.

## Regional Group Meetings and Contacts

### BEDFORDSHIRE, HERTFORDSHIRE & BUCKINGHAMSHIRE SAAB

hold their Club meetings every second Saturday of the month at The Green Man, Eversholt.

Contact: Christian Sawers  
T: 01525 402749  
E: [ebedsbucksahertssaab@googlemail.com](mailto:ebedsbucksahertssaab@googlemail.com)

### BERKSHIRE, HANTS & OXFORD SAAB

hold their Club meetings bi-monthly (Jan, March, May, July, Sept and Nov) with occasional ad hoc events throughout the year. Bi-monthly meetings occur on the last Sunday of the month from 2.00pm onwards. Venues vary across the area, please contact the club at the email address below for details. Notices of meetings are often posted on [www.uksaabs.co.uk](http://www.uksaabs.co.uk).

E: [berkshantsoxsaabs@outlook.com](mailto:berkshantsoxsaabs@outlook.com)

### CHESHIRE, NORTH SHROPSHIRE & STAFFORDSHIRE SAAB

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

Contact: Chris Boffey  
T: 01270 624659  
E: [sc.s.branch@ntlworld.com](mailto:sc.s.branch@ntlworld.com) [www.2csaabbranch.org](http://www.2csaabbranch.org)

### CUMBRIA SAAB

Contact: Derek Best  
T: 01900 814317

### DRAGON SAAB

hold their Club meetings every first Thursday of the month from 7.30pm onwards at the Angel Inn, White Cross Lane, Caerphilly, CF83 2RL

Contact: Chris Redmond  
T: 07548 987317  
E: [dragonsaab@outlook.com](mailto:dragonsaab@outlook.com)

### 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 7.00pm onwards.

Contact: Rachel Hillier  
T: 01379 740 158  
E: [sootysaab@aol.com](mailto:sootysaab@aol.com)

### EAST MIDLANDS SAAB

hold occasional meetings and days out during the year at The Red Lion, Kegworth, DE74 2DA.

Contact: Peter Briggs  
T: 01623 432531  
E: [sonett2stroke@sky.com](mailto:sonett2stroke@sky.com)

### EAST SUSSEX SAAB

hold their Club meeting every second Wednesday at The Cricketers Arms, Berwick.

Contact: Toby Field T: 01323 460 363  
[www.eastsussexsaab.co.uk](http://www.eastsussexsaab.co.uk)

### 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: Karl Moxon  
T: 01482 847120  
E: [38mox@38mox.karoo.co.uk](mailto:38mox@38mox.karoo.co.uk)  
or Chris Greenwood  
T: 01482 562087  
E: [brindlegreenwood@gmail.com](mailto:brindlegreenwood@gmail.com)

### ESSEX SAAB

Meetings on the last Sunday of the month at 2.00pm  
Halfway House, Southend Arterial Road, West Horndon, Brentwood, Essex, CM13 3LL. (Off the east bound slip road, Brentwood, Orsett A128 turn.)

Contact: Andrew Ballantyne  
T: 07946192137  
E: [andrewballantyne234@gmail.com](mailto:andrewballantyne234@gmail.com)

### 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  
T: 01772 769015  
E: [steve.alty@lancashiresaabownersclub.co.uk](mailto:steve.alty@lancashiresaabownersclub.co.uk)  
[www.lancashiresaabownersclub.co.uk](http://www.lancashiresaabownersclub.co.uk)

### NORTH OF SCOTLAND

Contact: Derek Darnell  
E: [derek@ddarnell.f9.co.uk](mailto:derek@ddarnell.f9.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: Richard Elliott  
T: 01457 852 944  
or John T: 0161 929 9155  
[www.saab-nw.co.uk](http://www.saab-nw.co.uk)

### SOUTH WEST SAAB

hold their Club meeting every first Wednesday of the month at Coopers Mill, Brunswick Street, Yeovil, Somerset.

Contact: Alex Rankin  
T: 07963 066384  
E: [therankins565@btinternet.com](mailto:therankins565@btinternet.com)  
or Robin Morley T: 07515 112120  
E: [robin@southwestsaab.co.uk](mailto:robin@southwestsaab.co.uk)

### SOUTH YORKSHIRE SAAB

Contact: Keith Long  
T: 01226 385 139  
E: [saabinn@virginmedia.com](mailto:saabinn@virginmedia.com)

### WEST MIDS & WARWICKSHIRE SAAB

hold their Club meetings at 7.30pm every first Tuesday of the month at the Stonebridge Pub at the junction A45/A452 just one mile from Birmingham airport.

Contact: Rich Bone  
E: [wmwsoc@yahoo.co.uk](mailto:wmwsoc@yahoo.co.uk)  
[www.wmwsoc.co.uk](http://www.wmwsoc.co.uk)



Hi Everyone, and welcome to the first edition of Saab 'Driver' 2017 and a happy New Year!

Last year was an absolute blast and this year we are hoping for even more. I guess the big one this year will be the National at Hatton Country World, where we hope as many of our Members will attend to join us for a friendly and happy meet. This takes place over the last weekend in July 2017. Oh, and not far from now, we will be at the Practical Classics Show at the NEC Birmingham from 31 March to 2 April. Not long after that we have the Swedish Day event in Crewkerne, Somerset; so, already your diaries are starting to get full and I haven't even started to mention the local events yet. Please see the diary on the website or the What's On section in this edition.

Now down to business. As you know I was suffering with a broken ankle and wrist (yes I know... stop going on says Mrs Elli), but thru the pain and woes I continued to do my duty for the Saab Owners Club. Why? Cos you are all fantastic Members and we thank you for your continued support, so, let's start off with a heart warming letter from SOC member Joanne Clark.

### **A really happy story... of love... joy... and a passion for Saab cars!**

"Shaun and I got together 10 years ago and since he was young he has always wanted to go to the home of the Saab

Car in Trollhättan and to visit the Saab museum.

"So, I thought for his 40th birthday present I would take him there.

"So, with help from our families, he got to live his dream. We went from the 12-14 October 2016. We spent his birthday, which was the 13 October at the museum. We got VIP treatment from two lovely members of staff called 'Bertie' and 'Sebastian'.

"After we had a good look around – we were there for about five hours! – Bertie said he would take us to where they made Saab's and around the tourist attractions in Trollhättan. We were so overwhelmed by the kindness of Bertie and Sebastian.

"It was so lovely to see Shaun so happy, he was right in his element. And for my first visit abroad and on a plane, it was something I'll never forget.

"Shaun has been into Saab's since he was eight. His dad Steve got him into the love off Saab's as he owned a few when Shaun was growing up.

"We got married in May 2015 and we used our Saab's for our wedding cars.

"I just want to thank all our families for helping with the trip to Trollhättan. We love them all."

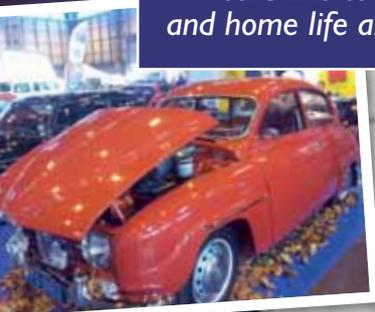
Sounds like you are being spoilt there Shaun, for my birthday I got a shopping list and was sent off to the Co-op for provisions (that's if I wanted dinner that day), but your



# AROUND THE UK



*"I would like to thank all the team for giving up time from work and home life and doing a fantastic job representing the SOC."*





lovely wife took you to Sweden, that's fantastic. I really hope you enjoyed it, I know how you must have felt outside the Saab factory thinking... my car was born here! Incidentally, I must say I applaud your enthusiasm, the fact you bought a picture of your car with you to be photographed outside the factory gates says it all, and I must point out to our readers the Black C900 you will see within this section, is a car totally rebuilt and resprayed by Shaun himself. As he said himself, the modifications he has done are not to everyone's taste, but there again the car does not belong to everyone, personally I love it! Thank you for writing in Joanne and hope to see you guys at an event this year.

### Lancaster NEC Classic

Wow, what a weekend that was. Firstly I would like to thank all the team for giving up time from work and home life and doing a fantastic job representing the SOC and somehow managing to keep smiling throughout the whole four days. Believe me it's really hard work and shows a dedication to the Club/brand which is why these guys were there.

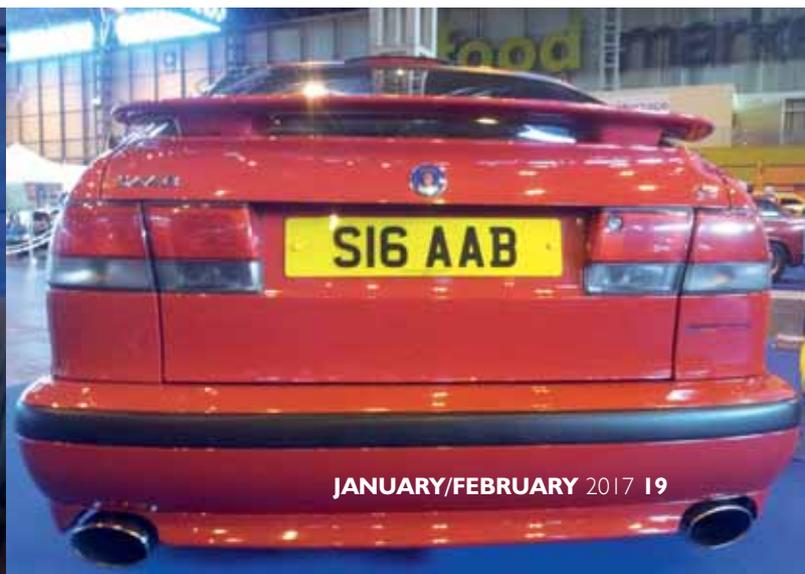
Firstly, I would like to thank the team for their hard work over the weekend; Chris Boffy, Nick Thursfield, Chris Redmond, Johnathan Jenkins, Dave Ross, Andrew Rawson, Shaw Wilson, Joanne Clarke, Iain Hodcroft, and Nick Hoare, thank you guys you made it all possible. I really appreciate you giving up your time to help out on this event, I cannot begin to tell you how much it is appreciated.

So, I hear you ask... what cars were on the stand? Well, we had Rob Gray with his 99 Turbo, a stunning car which everyone all drools and lusts for, it looks the absolute part. Shaun Clark with his C900 T16s, what makes this guy so fortunate... his wife loves when he is out with his car, as she knows he will be too

skint to be out with another woman! So, she knows he is out with the (second) love of his life... the C900 being a good boy. Then we had Andy Boorman with his gorgeous 96 V4, and Mick Matthews with his 9-3 Turbo, all of which were stunning cars and did the stand proud. Everyone who visited the stand commented on the great cars on display and the dedication and enthusiasm shown by the owners.

I especially loved the look of the rear of the 9-3, the exhaust system is not just a dummy twin pipe set-up, Mick spent... well let's just say a fair few quid on getting this conversion done. This generation Saab following the GM900 was a great leap forward towards the last 9-3 then of course the 9-5. I know many of you may have missed this, but this was the actual Saab 9-3 that was featured on 'Top Gear', yes driven by Jeremy Clarkson in the 'Tribute to Saab'. Some of the other cars that also featured in that episode were ex-chairman Mike Phillpott's new 9-5, Mark Edgars 9000 Aero, Chris Foxleys 99T, the fabulous 92b owned by Ken Dover and also my 9-3 TTiD, plus many other cars from Saab Owners Club Members. The episode is still available to watch on various outlets, I guess YouTube is the most common link – [topgear.com/videos/jeremy-clarkson/tribute-saab-part-22-series-18-episode-5](http://topgear.com/videos/jeremy-clarkson/tribute-saab-part-22-series-18-episode-5). Film crews are often asking for Saabs to use as props or for use in films and television, so please do register your car with the appropriate model Registrar so that we have your car on file and if you agree, we will contact you to let you know what is required.

Rob Gray's 99 Turbo is always a crowd puller and I think the amount of offers he had for purchasing the car could have easily made him a tidy sum over the course of the weekend. The car is indeed beautiful and maintained regardless of cost always by a Saab specialist. Speaking to visitors to the stand, they



# AROUND THE UK



usually were introduced to the Saab brand by the quirky and loveable Saab 96, whether that was a Two-Stroke or Four-Stroke, the 96 always won people's hearts and the superb example on display owned by Andy Boorman did not fail to impress. Again, I think he could have sold the car 10 times over at the show. The C900 on the stand I saw first when I was at Swedish Day down in Yeovil in 2016 and something drew me to it, it must have been the overcast skies, against the gleaming paintwork, on hearing that all too familiar C900 burble, I looked round and saw the perfectly formed silhouette of the C900 T16s in Black (do I sound biased towards the C900? Well I am! I chased him up the drive trying to get him to stop, as I not wanted, but needed that car on the stand for the 2016 NEC Classic. So after a conversation that lasted less than 20 seconds, he agreed and said it would indeed be a privilege and the rest as they say is history. Sorry to those of you who wanted a convertible this year, it was planned but unfortunately the owner could not make it as we got closer to the event and I had to re plan the display, maybe next year though!

## Welcome to our new Members

Now ladies and gentlemen, most of you met me on the SOC stand and as I asked most of you (when I wasn't busy chatting away), please do send in tales of both woe and joy about your Saabing experience, I am sure it will make great reading. So let's welcome you to our family.

Paul John Hills, Stephen and Patricia James, Carl and Julia Edwards, Peter Smith, Michael Richards, Mark Evans, Alan K Siddall, Gary Ferrari, Gordon Riley, Stephen Ali, Donal McGettigan, Paul D Hogan, Peter Hardman, Andrew R Walker, Nigel Hind, Geoff C Horton, Ian Clark, Owen C Horton, Nicholas and Diana O'Donnell, Peter Shelton, Andrew J Richards, Danny R Hopkins, David Farr, Julian and Jo Redfern, Anthony Bebbler, James Walsh, James Walshe, Andrew Dove, David Wade, Errol Gayle, Roy S Clements, Claude F Barnes, Tony Jones, Sunny S Saund, George Neagu, John Whittaker, and last but not least Maggi Burndred. Welcome to you all.

I hope you enjoy the 'Driver' and also take advantage of the discounts and services available to you through the Saab





Owners Club. By now you will have received your membership card, this gives you access to member services on the website, don't worry if you do not use the internet, please feel free to call our membership services team and they will forward an email to the relevant person within the Club. New Member George Neagu owns the gorgeous last generation 9-5 pictured (I am so jealous), watch this space as he has major plans for this car, it already looks fantastic, he is thinking of putting it on air ride, I think it would look awesome. Please do keep us up-to-date on your work on the car.

Over the course of the weekend, Edd China, Mile Brewer, Quentin Willson and Ant Antsead visited the stand and posed for photographs as we asked them. Thanks guys, I will send a copy of this edition to you as promised (or threatened... depends on how you see it!). These guys are real car enthusiasts and are on the side of the motorist. We thank you for your hard continued work, I was really appreciative of you stopping to visit the stand, I know you must have been sick of being constantly called upon, especially as you would have just



# AROUND THE UK

done a presentation on stage and, like us, had been there all weekend. You all still smiled for the Saab Owners Club cameras (I guess because we are nice!).

The winners from the 'Driver' competition for free tickets to the show were also present, please forgive me, my memory is not what it was, but these were David Roper, South Derbyshire; Ian Hill, Somerset and Mr A Jones, Cheshire. Now by the law of averages I have captured at least one of you within the pictures in this section. Oh, and amongst my new best friends are Elaine and William Kerr, who along with many people travelled great

distances to the show then made the long trawl across the NEC to visit the stand.

Talking of winners, Saab owners are obviously far superior/ radical in thinking than other motorists, to prove the point, last year at the NEC Classic Rob Gray, Andrew Rawson and Carol Gray won the Wheeler Dealer challenge where the Saab Owners Club was given £150 towards our NEC expenses. This year our very own Joanne Clarke won a hamper full of car goodies, well done Joanne and as for the Wheeler Dealer stand... watch out, we will be back next year!





### Did you know

Well what a small world it is in which we live, not one but two ex-Saab GB employees came on to the stand and still obviously have Saab very much at their heart.

Firstly, Mr Sunny S Saumd who worked for Saab GB for many of the later years and still to this day owns four Saab's, and is still passionate.

Now this moves me on to a very interesting tale and I am sure you will want me to find out more over the coming months. A gentleman by the name of Mr Roy S Clements came on to the stand with his fabulous daughter and grand daughter. Now as you all know I am still a bit wet behind the ears and still in shorts, anyway it turns out Roy Clements (who I hear you cry) was the Director of Car Marketing for Saab GB (yes the old head office in Marlow) and you know the first 99T were sold in the UK – well, it was on his specification and suggestion that all initial 99 Turbo's were to be Black with Inca wheels. Following on from that it was deemed necessary a five-door car was required and again, Roy made the decision that a five-door car with Turbo charging be available for the UK market in Cardinal Red. Roy started at Saab in 1954 and retired in 1990 (36 years), so I guess he really has seen it all happen. Roy, now in his late 80s, lives in Kent and was able to make the NEC in his Saab.

The previous Friday he had been to a Saab GB reunion in Buckinghamshire where over 70 ex-Saab GB employees and a few old Saab Dealers, met, chatted, drank and had dinner together, such a meeting displayed the 'family' atmosphere that was Saab GB and the close relationship that they had with each other. Several participants flew in from France, Portugal, Sweden and Aberdeen and many others like Roy travelled hundreds of miles to be there. 'Like the product', they're unique and keep going!

*“Roy Clements was the Director of Car Marketing for Saab GB (yes the old head office in Marlow) and you know the first 99T were sold in the UK – well, it was on his specification and suggestion that all initial 99 Turbo's were to be Black with Inca wheels.”*

# AROUND THE UK



Fuzz Townsend

After the reunion, Roy drove to his daughters in Shropshire and then to the NEC on the Sunday, Roy said if age and health remain on his side he will do his best to join us at Hatton for next year's National.

This is a fantastic piece of Saab GB history, Roy still drives a Saab to this day and I hope he will be able to meet us at Hatton Country World and give us a small chat on Saab's in the UK.

## Essex Saab Meeting November 2016

On a fine Sunday morning, 27 November, I set off to meet the Essex Group at the Halfway House. It was one of my final visits

for the year (even I need time off). After over two hours of doing battle with the M25 – yes OK, so I drive like Miss Daisy, but still managed a speeding ticket last year going to an event, driving of all things... a Zafira, just don't ask! – I arrived at the Halfway House in Essex, not only had Andrew Ballantyne had signs made up for the car park advising lesser cars the area was reserved for Saab parking only, the car park was full, I just about managed a space in the corner. Now, this story will continue in the next edition of 'Driver', along with a host of pictures, but thanks to you guys at Essex, it was well worth the visit.

Keep the faith ....keep Saabing!

elli



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# SAABS IN THE FOREST

## ROUNDS OFF THE SEASON

A fleet of 16 Saabs of all ages set off from Tyrrells Ford Hotel at 10.30am on 1 October 2016. Shortly after leaving the hotel, some strange sounds started emanating from my 9-3x as we led the train down possibly the narrowest lane on the route. There were a nasty few moments as I contemplated how any recovery vehicle would be able to reach us under the circumstances until the sound suddenly stopped and realised that I'd obviously picked up a small branch or something on the underside of the car, which had now been dislodged (deep sigh of relief!).

We proceeded across the heathland through Burley on through New Milton to Milford-on-Sea where we stopped at a clifftop car park with views over to the Isle of Wight. Sadly dark rain clouds still hung over the island, so the photo is a view along the car park – still, I think you'll agree the Saabs look rather nice!

From Milford, we drove through Lymington and Beaulieu village and on to Hythe where we stopped for lunch and an opportunity to have a ride on the Victorian pier train before travelling on to Calshot and then along the coast, past Lepe and on to Exbury Gardens where we stopped for tea and to take some photos of the assembled Saabs and owners.

From Exbury we returned through Beaulieu, Brockenhurst, Burley and Crowe to the hotel, where we spent the evening enjoying a splendid meal and conversation.

Sunday dawned somewhat misty, but the forecast was fine and the damp in the air was already clearing as we arrived at Tyrrells. Sadly, some of our guests had to set off on their long journeys home, so fond farewells had to be said, before a smaller convoy set off for the National Motor Museum at Beaulieu. Another photo session took place in the car park, then into the museum and other attractions.

Carol and I would like to thank everyone who came and Mark and Sarah and their team at Tyrrells for their fantastic hospitality.

Mark Gardiner



# SAABBOOST



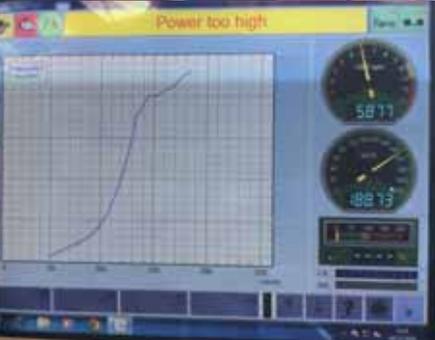
Silver 9-5 461 BHP for Mike's Run of the day



Red 9-3 convertible presented by Phil Smith



Black 9-3 presented by Chris Eaton



Blue 9-3 National winner 2016



Winning run of the day, Mike Parkinson  
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## ALL DAY BOOST

First off, I'd like to thank all of you who took part in the Dyno day in Syston, Leicestershire at Street Racers on a magnificent Sunday morning in December. We had visitors from all over the UK.

With an ambient temperature of just five degrees centigrade, which should be nothing less than a perfect storm, I was off to pick up my good buddy, Jay King – the other half of the team –with JTC in convoy and some mad sounds on route.

On arrival, it would seem that we had been beaten to Street Racers and were met by a very eager Mike who actually managed to let Jeff slip right by and straight onto the Dyno

Hoping to prove the accuracy of the dyno we put on a 9-3SE 154bhp car which actually achieved 151bhp... wow that's spot on!

With some help from some good friends and permission from Gordon at Street Racers we erected a gazebo and lit up the BBQ for some light refreshments and drinks. Our very own Elli Wilson provided the entertainment with his sheer presence and our surprise car was a Ford

Focus ST brought to us by Rob Gray, who also is the proud owner of a very nice Viggen.

First up was a car I have previously covered in the 'Driver', Mike Meatfeast's hot Aero from Manchester, which proved to be very hot indeed producing a whopping 461.4bhp! Wow was on everyone's face including the wizard of T7, Karl Vinner aka noobtone, whose tunes are well rendered in the Saab community. Karl was able to monitor both runs safely by means of his laptop hooked up to the car while the run was in progress, whilst Gordon was keeping a watchful eye on the AFR (air fuel ratio ) while making a great hit on the rollers.

Mike sums up:

"To say that I was shocked would be something of an understatement, as was pretty much everyone else in attendance, I genuinely couldn't believe what I was seeing and from the reactions I don't think anybody else could either! – including Karl!"

Another surprise visit was from our local Saab independent, Malcom Miles of Leicester who is also into the fruity side of Saab.





Blue Ford Focus, how to get the barbie started!



Black 9-5 with dodgy looking characters Elli Wilson & Chris Eaton

Results in the order they ran in on the day were:

Vehicle	BHP achieved
9-3X 188 AC	150.3
9-5 W02 RV	461
9-3SS NA 58 BC	282
9-3SS SB 55 WH	271
9-3SS LD57 ZD	404
9-5 Aero RV10 HK	290
9-3T25 PS auto	192
Focus ST G6-RH	263
9-3 Aero Vert HV09 ST	253
9-5 SN02 NS	319
9-3 Viggen S44 BU	252
9-3 T363 K0	205
9-5 SF03 BX	217
9000 Carlsson H466 BC	196

(Registrations shortened for privacy)

The winner received an SOC glass tumbler and a bottle of car shampoo donated by Jay King.

The day was a great success with some great results and some very powerful cars out there amongst us.

Special thanks to our host, Gordon of Street Racers who did us all proud on the day providing us with non stop runs back to back and also helping out with some expert knowledge advice.

Thanks also to Jeff Talbot, our resident chef on the BBQ, and all the extra help provided on the day from some of our Members.

Taking this onboard, I'll be looking to hold another event like this next year.

By the time you receive your copy of this issue, Christmas will have come and gone but I hope you all have had a great time and I wish you all a happy New Year.

### Sad news

I'm sorry to report that one of our Members and dear friend, Erol Ahmet suddenly passed away recently, our thoughts go out to his family at this difficult time.

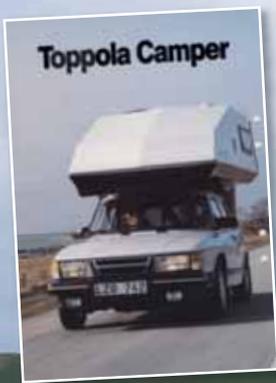
He will be sadly missed but not forgotten.

I've known Erol for a fair few years now and must say he was a pleasure to chat to and have a drink and laugh with. We had spent many Nationals together as we would always have a catch up. Michelle and I both attended the remembrance meet in his memory in November.



Adrian





# TOPPOLA TRIP

Many years ago, when I was, for the first time in Sweden and all things Saab filled me with wonder, I spied behind Trollhättan's main street parked on the Garvaregatan a strange contraption, a peculiar device, a weird contrivance, on top of what seemed to be a Saab 99.



Upon closer inspection, it was a 99 Combi, Dark Brown in colour and the contraption was a 'Toppola' (not that I had the faintest idea what a 'Toppola' was at that time!). It was locked and there was little external evidence of its purpose and no-one purporting to be the owner in view. A strange conveyance, and not to be sighted again during that 1987 visit; but my curiosity was indeed piqued.

From later visits to the 'Saab City', I learned more; found one complete with owner and was fascinated to find it was a type of high speed mini motor caravanette/camper 'thingy'. (I'm still unsure what to call it some forty years on!).

Several years later after a Gothenburg toy fair trip, a pal and I drove down to Landskrona and found the old boathouse where the guy who built most of the Toppolas had moved his business to. His business did not appear to be doing too well; but he was an affable character and keen to talk about his creations. He only had the one example in his workshop and this, he informed us, had been used for the high speed conveyance of flowers from the Netherlands to Sweden and had never been kitted out with a bed or other camping necessities. He was angling for a sale and offered to refit this pre-used example to the latest standard for a not unreasonable amount of money. Sorely tempted as I was, I dared not! I feared the reaction if I had to confess these latest sins to a wife back home. I had already just spent far too much on a Two-Stroke pedal car!

The opportunity to purchase another affordable example (several were offered for silly money), did not arise until my return home from this year's International Saab Clubs meeting in Sweden. I was dismayed to learn that other SOC Members knew that an example was being offered for sale at that meeting and

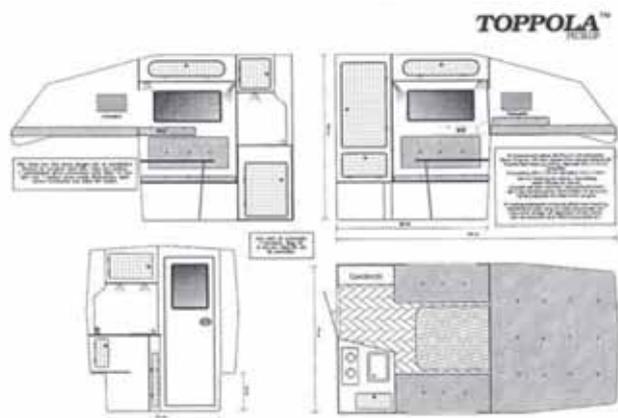
that one was currently being advertised on a Swedish website.

Several emails later and following negotiation with the HSBC bank, I (sight unseen) signed a contract to purchase an old Toppola, complete with the early Swedish specification Saab 900 on which it perched!

Peter Malmberg, the Swede we had met in Landskrona so many years ago and despite being the prime mover of the Toppola project was not in fact the creator. This honour belongs to a Finn, Arvo Pullola from Filipstad, who in the early 1980s came up with the inspiration for a car-camper, which later became known as 'Toppola'. The 'top' bit is self-explanatory and the 'ola' just a Finnish sounding ending and not as I originally believed in any way connected with polar!

In 1982, (some sources claim 1981!) Peter and a partner, Matts Mollestam, bought the project from Finland and commenced building the first 10 Swedish examples in the small town of Kågeröd (between Helsingborg and Malmö) a few miles from the coast. Matts was a boat builder and his skills were utilised for the moulds used in constructing the shell of the Toppola. The original moulds proved somewhat unsatisfactory and although a couple of additional models were built for Saab Norway from them, totally new moulds were then constructed and an upgraded second generation Toppola launched.

This 1983 model had a more compact look and the door was now in the middle at the rear, rather than to the left. Saab in Sweden now took an interest and the Toppola became an official accessory, with its own Saab brochure! A great deal of pressure was placed on the partners to bring standards up to Saab's own and new changes included an aluminium rear door, new side windows, improved textiles and carpets and the introduction of a



'Wallas' cooker that opened the possibility of using the Toppola in winter. The 'cooker' was both the stove and heater! It was expensive, but it made the Toppola into a year-round product.

These changes were released as the 1984 third generation model. Saab invested heavily in marketing, with the brochure in four languages and an idea of exporting Toppolas to all markets. Additionally, Peter and Matts were actively involved in the development of the new Saab 9000 and ensuring that it too could have a Toppola installed! The Toppola was at that time the largest and most expensive original after-market part made for Saab and the bigger company was encouraging and enthusiastic. It didn't last and before the end of 1984 the continuing demands for changes and improvements from Saab led to the demise of the partnership.

Peter Malmberg lost control of the project for some time and went off to do other things. Later, he started limited production again and personally took control of marketing his products. Eventually, through judicious articles in both Swedish and foreign specialist motoring periodicals, examples of Toppolas are said to have been sold in 13 countries, the majority going to Germany. Some Toppolas on Ford Scorpio and Sierra models were apparently exported to the UK, but whether any still exist is unknown.

A fire at the shared premises was somewhat disastrous, production ceased again and Peter took other employment, leasing a few Toppolas to prospective customers, before demand from potential customers led to a new product and a new base in Landskrona.

This, the Toppola II, was developed in the 1990s to be fitted to many different vehicles; but sadly, its launch coincided with a

major recession and a downturn in the leisure industry across Scandinavia and few examples were built. Probably, the most well known of these is the last one built (1996) on a 9-3 Aero to the specification of Bernt Tornefjell, who also owns the first prototype Classic 900 Convertible built by ASC (American Sunroof Company) from 1983. The covered trailer containing the cabrio coupled to the 9-3/Toppola, has appeared at several Saab Festivals!

Reputedly around 400 Toppolas were built in a 15 year period or so; but I have some reservations about the accuracy of this!

At the time of writing I have had little opportunity to research the history of my example. It sits on a 1985 Saab 900 (single carburettor and manual choke) and appears to be similarly aged. In due course I will contact the previous owner in the Gothenburg area and see what I can find out about it.

I press-ganged another enthusiast to accompany me to Växjö in Sweden to collect and drive the combination back to Britain. The Swedish equivalent of DVLA had checked its mechanical condition and given me a 30 day temporary registration to allow its export; but we were travelling very unsure as to what to expect!

Our journey started around 7.00am one morning with the two of us catching a very modern bus along the Leigh Guided Busway into the city of Salford; we 'sailed' past very many car bound commuters in our special lanes and alighted at Salford Crescent station impressed at the scheme's efficiency and comfort. Comfort was not in evidence on the Northern Rail service to Manchester Airport! We were informed that the service we were awaiting had left Bolton 'full' and were advised to wait another 20 minutes for another train. We didn't, instead we crammed on to the overfull carriage as it disgorged the few students anxious to get into the adjacent university at an early hour. Thankfully, three

*“The car despite having no heating and a dodgy gear change (more to do with the operator than the mechanism) was problem free!”*



stops later most of the commuters alighted in the Manchester stations and we had a more pleasant journey to the airport. Our easyJet journey to Copenhagen Kastrup was slightly traumatic as I was escorted off the plane complete with hand luggage and searched again in the departure bay – allegedly because the machine that checked me in was faulty! Once allowed back on board and having run the gauntlet of suspicious eyes and re-taken my seat, the flight was uneventful. Kastrup airport was very efficient and we booked seats on the express to Kalmar that entailed a journey by rail over the 10 miles of the Øresund bridge, linking Denmark with Sweden. Swedish 'Polis' and Customs swept thru the train at a secure halt before Malmö Central but neither they nor their canine companions seemed particularly perturbed at my presence on the train! Our day's journey finished at Växjö with an uphill walk from the station to a hotel we had found on a tourist website. The jovial Swede here upgraded us to a suite in an annexe and after a good meal back in the town, an early night was called for.

At 10.00am the following day our transport for the trip home arrived at the hotel to take us to the garage to complete the paperwork for the Toppola's purchase. Here we were welcomed with coffee, shown around the premises, and allowed to inspect lots of other interesting cars for sale (Saabs, several Volvos including an Amazon P1800 and PV544 and British Fords!). We collected an old tailgate, stowed it in the back of the Toppola – and we were off!

Driving somewhat gingerly to begin with, I soon settled (reasonably) back into motoring of some 30 years ago! The spring loaded mechanism controlling 3rd/4th gear selection was kaput, there was no heating and after 9.9 kilometres the trip mileage and odometer stopped working!

We'd decided to spend the rest of the day in Wallander country and after a stop and lunch at the IKEA museum and a visit to a 'Biltema' store (and the purchase of a pair of new wipers), we arrived in the town of Ystad for a look-see – as did the rain! Later, we stayed overnight in the Strandhotell in Limhamn, a coastal suburb of Malmö that has somewhat lost its raison d'être as the ferry to Denmark no longer operates. We enjoyed an excellent meal of Swedish fish and chips though!

Day three brought a return crossing of the Øresund Bridge, but this time paying for a combined vehicle crossing and ferry to Germany. The bridge was uneventful (it needs a few bends incorporating a gravel surface!).

The motorway system led us around the Danish capital to a suburb, Albertslund where Scandinavia's biggest classic toy exchange and auction house is based. After renewing acquaintance with Hans and Dorte, the proprietors; and

managing to resist temptations and keep the credit card in my pocket (I only bought an inexpensive 9-7 model, honest), we continued our journey for a 4.00pm crossing from Rødbyhavn to Puttgarden in northern Germany. A stop and meal in one of my favourite cities, Lübeck, was followed by an overnight stop on the outskirts of Hamburg.

The car despite having no heating and a dodgy gear change (more to do with the operator than the mechanism) was problem free! We indulged ourselves in a couple more model and collector's toy shops before crossing Germany via Bremen and Oldenburg using a mix of autobahn and older routes. A bit of culture was interspersed (ruined abbey and mill) and a stop under the Emsland 'Mag-lev' Transrapid Test Facility. (This was built in the 1980s and was a tourist draw until a horrific accident and 23 deaths in 2006, since when it has been closed).

We continued via northern Netherlands and the 'Afluitsdijk' to Purmerend, a small town on the outskirts of Amsterdam. After an overnight at a spa hotel and golf resort we visited 'Tom's' a wholesale/retail model mecca whose proprietors distribute the 'Premium X' brand of diecast models that include many Saab models. As the car had been problem free and we were due back in Hull the following day, the plastic came out and several purchases were made.

An hour or so walking around Amsterdam (too many tourists) and an easy drive to Rotterdam – where the last model shop scheduled was sadly closed, we continued, had an unhurried Italian meal at Rozenburg and then carried on nonchalantly to Europort to be told that we were late and probably would not be allowed on the 'Pride of Hull'. Suitably chastened, we roared around the port and the crew allowed us on to the freight deck on the promise of being around early the following morning to be first 'off'.

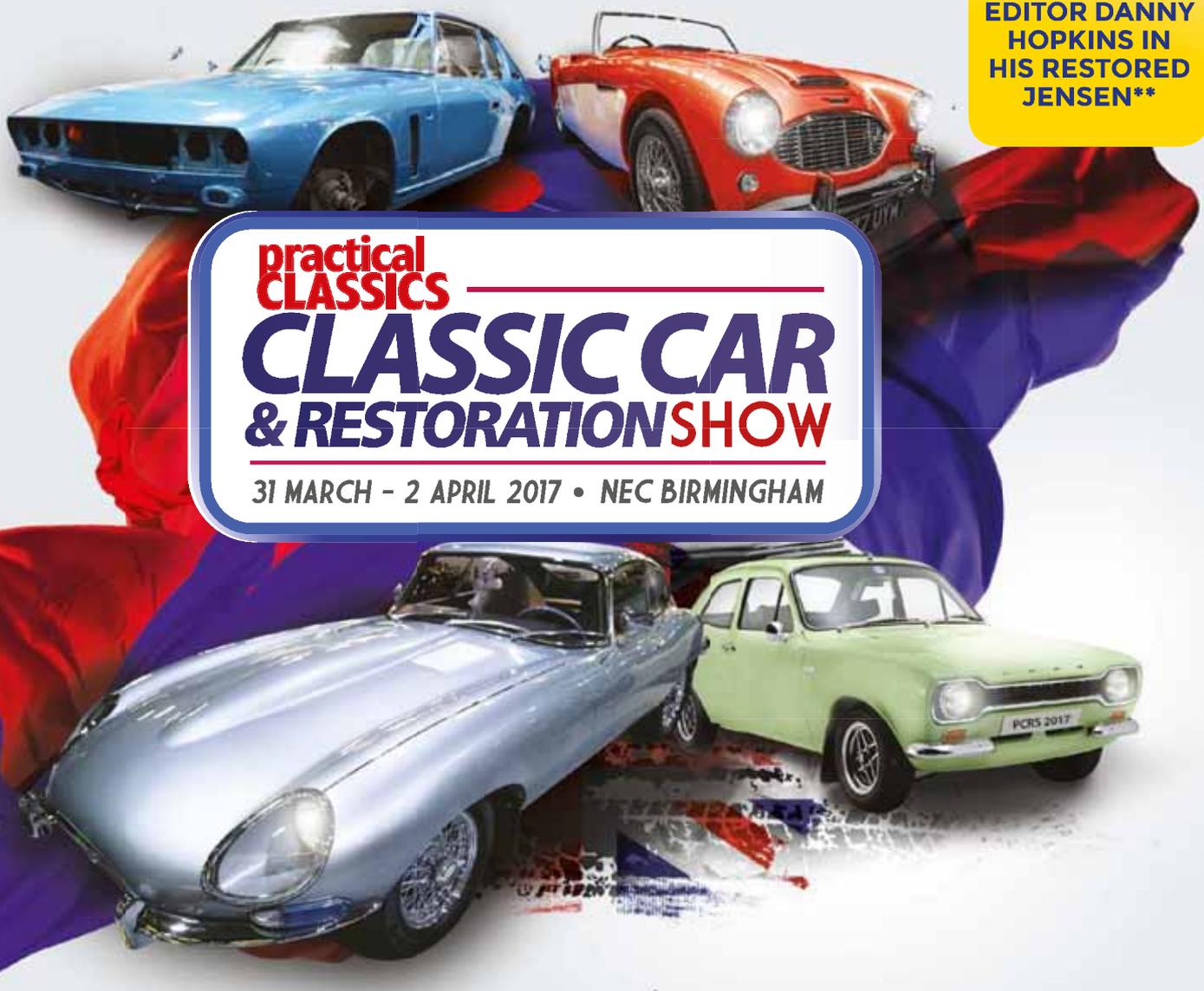
We were, and drove straight through the port after passport control with no one showing the slightest interest in the Toppola, its red Swedish plates, or the fact that it could have been an illegal import! Two hours later and before 10.00am we were home!

DVLA will not register the vehicle without a current MOT, so after some minor fettling to a gearbox selector spring, heater connections, fuses and lights etc, it is awaiting its fate at an MOT station in Glossop. It has some dodgy sills and is likely to need some welding to the bodywork before it will meet UK standards.

Then we can search for a new left hand drive dash top, address the stapled headlining and perhaps put a set of leather seats in; then it will need a new mattress and some basic kitting out with camping essentials before it will be ready for its first outing as a 'camping car'!

Iain Hodcroft

WIN A DRIVE  
WITH PC  
EDITOR DANNY  
HOPKINS IN  
HIS RESTORED  
JENSEN\*\*



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Unbelievably another year is drawing to a close and it is a time to both reflect on the last year Saabing whilst planning for the future. In my case, apart from the modern Saabs, I have only used the C900 Convertible at all this year, apart from literally a couple of miles in my Sonett. I have decided to make more use of the older Saabs next year, and as I type this I am clearing room in my workshop to get the Solstad Biltransport back on the road. My Sonett is still with Tim having the engine modified, but should be back by the spring so I can finally get some use from it.

This edition Iain Hodcroft has kindly sent me an article on model Sonetts, the first part of which follows here. I must thank Wolfgang Schmel who has kindly provided the photographs from his website – saab-archive.com – a site I highly recommend a look around if you can.

Before I hand over to Iain, all that remains for me is to wish you a very Happy New Year.

Nick

*"I first saw a Saab Sonett in 1987 at the '40th Anniversary of Saab Cars' event in Sweden. No, that's not strictly true; I saw a line up of 28 Saab Sonetts – something that is imprinted into memory and still fills me with awe and wonder when recollected to this day!*

*"Of course I knew all about Sonetts; I had an example of a 'Matchbox' one in 1:55 scale and a 'Yat Ming' one in 1:60! What else was there to know?*

*"You need to remember these were my early days of collecting and since those heady days of simple toys, my knowledge and understanding has developed and my miniature Saab collection has been overindulged with more than 40 base 'Sonett' models with many more choices to make of scale, material, quality, cost, colour and degree of both accuracy and intricacy.*

*"The term 'Sonett' in Saab phraseology came to the fore in 1956 when the six examples of the Two-Stroke open-top Saab 94 'Super Sport' were described (in Swedish) as 'so neat'.*

*"The first few miniatures of this first Sonett were hand crafted and show the art and craftsmanship of the artisan modeller.*

*"In 1988, Karl Wöhr, a long time Saab driver and enthusiast, produced this superb 1:18 scale masterpiece from a single piece of hard-wood. In total six examples are known to exist, all unique as they were fashioned from different types of wood. Outstanding!*

*"Reasonably close by, in Switzerland, Beny Lutz was sufficiently diverted from his first-love Swedish car marque (Ovlov) to make a second Saab car model (his first was a classic 900). This was an*

*excellent representation in white metal and classic 7mm/foot or 1:43 scale that is one of today's model*

*standards. Beny hand cast 35 examples and finished them in a deep lusted paint finish – white, blue, red or yellow to represent some of the original cars. There was of course never a yellow painted 'real' version (...either green or orange would have been correct... to accompany the red and blue versions and two white examples, one with the blue stripe along the top of the body reminiscent of USA racing colours). Nevertheless, a very desirable and very rare model of high quality.*

*"Beny must have been reasonably astute because he sold his moulds for this early white metal casting to Thomas Wolter, of 'Tin Wizard' fame and, following further refinement, a limited production of finished models and kits were produced from 1997 back in Germany. In the first year, he started with three different colours, blue, red and white. A year later, Thomas presented a model of the White Sonett I, in which Erik Carlsson and Torsten Aman drove the 1989 'Mille Miglia'. The first batch of 250 models were numbered and came together with a certificate. Later two more special editions were produced for collectors, I am lucky enough to count as friends. The first in 1999 was a Green Sonett I ('the lost one' and worthy of an article in its own right). Only 30 pieces of this very rare model were made, each numbered and sold with a certificate; and then in 2002, 40 numbered/certificated pieces for the '2001 Monte Carlo Challenge' were produced for the Dutch collector, Willem V. D. Klis."*

To be continued...





Here, we conclude the article from the in-house magazine 'Saab Sonics' No.28 1960, produced by the Saab Aircraft Company, Sweden. Thanks to Keith Long our Club Historian for sharing the magazine.

## Opening a new Saab factory – 60,000 cars per year by 1963 Mr Tryggve Holm, Managing Director.

The success achieved by our car has, however, vindicated our philosophy of offering extra value in the form of the high performance, excellent roadability and good economy built into the car with the aid of skilled engineers and designers with experience from the hard school of aeronautics. Proficient management and good workmanship have given real meaning to our slogan 'aircraft quality on wheels', which also means extra value for Saab owners. The technical excellence and quality of the Saab have been amply demonstrated by skilful racing drivers, not only in Sweden but all over the world.

But no matter how good a product may be, it cannot be marketed without a distribution machinery. In this respect, we have received invaluable help from Mr Gunnar Philipson and his company, to whom our sincere thanks are due. The part played by Mr Philipson in the initial stages of the cars existence is worthy of special mention. It says much for his bold spirit and his confidence in Saab that he signed a contract for 8,000 units while the car was still on the drawing board. The spirit of mutual confidence that has marked our co-operation through the years has contributed greatly to the success of the Saab car.

Nevertheless, we would hardly have dared to make such large investments were it not for the great promise shown by our sales in the USA. We are, therefore, most grateful to our American organisation, Saab Motors, and their dealers. The fine job they have done in building up a market for the Saab car at a reasonable cost is worthy of all praise, and we trust that the foundations laid by them will prove strong enough for the trials they may have to withstand. But the United States is not our only foreign customer, we have sold our cars on other markets in various parts of the world. At present, a total of half our production goes to export and foreign sales this year are expected to reach about 50 million crowns. This result speaks of devoted work both at home and abroad.

We can therefore confidently face a future where car production will assume ever increasing importance for our company.

But the competition will be stiff, especially when the plans for a common market are realised. Our capital requirements will be enormous, for there can be no half measures. If we want to keep in the race, we must put our heart and soul into it and, with

Swedish wages the highest in Europe, a high degree of capital consuming rationalisation and automation must be introduced. The capital required will certainly be so large that loans against 'bank security', at least in an enterprise like ours, will not suffice by any means. In this connection, it is of minor importance whether the money comes from old sources or new ATP funds. Industry must not be deprived of the possibility of borrowing from those willing to risk their capital, no matter whether the money comes from the company's own surplus funds, from deposition to and loans from its own superannuation foundations, or from private investment.

On the other hand, everything points to our having an expanding market in which to operate. Today we have about one million cars in this country. That is one car for every seven Swedes. By as early as 1965 we can count on having 1.5 million cars or one per five inhabitants, and in 10-15 years time over two million cars or one in three, ie the same car density as there is now in the USA. As I mentioned earlier, Saab's share of the home market is still no more than 6% so there is certainly a market for us if we have the technical and economic strength to compete in it.

Development does not stand still, and it is not only for the steadily increasing production resources that money is required, but also for research, design and testing, which call for an ever-increasing share of the company's capital. I should like to take this opportunity of mentioning that a new engine laboratory is under construction and will be completed by the end of the year.

I mentioned that the last phase of the expansion programme is estimated to cost a total of 50 million crowns. Of this sum the new plant which we are about to inaugurate accounts for 20 million. The total floor area of these new buildings, which have been under construction since September 1957, exceeds 36,000 sq. metres.

On this memorable occasion, I should like to thank all those who have helped towards the building of this factory, and especially the County Council and the Governor of the County who have always shown great interest in our car production and supported our applications for building permits, not only now but also on previous occasions. I thank the municipal authorities, the contractors and all the others whose efforts have resulted in the completion of our new factory six months ahead of schedule.

And with these words Mr Holm called upon the Governor of the province of Alfsborg, Mr Mats Lemne, who had graciously consented to inaugurate officially the new Saab factory.

Well that is the last of the 'Saab Sonics' articles covering the history of the Saab factory – how times have changed.

Safe Two-Stroke driving.

Peter

# V4 REGISTER



Peter Riley's Jubilee



John Green's Jubilee



Interior of John Green's Jubilee

Happy New Year, everyone!

I hope you had a good seasonal break and are looking forward to getting out to some SOC events with your V4s in 2017!

### 1975 Silver 96V4s

There is often some debate about whether the special silver cars from 1975 are called 'Jubilee' or 'Anniversary'. Certainly the dash plaque states 'Anniversary' but I have always known the cars as 'Silver Jubilee'. Regardless of terminology, the cars were built to celebrate 25 years of Saab car manufacture – although limited production began in 1949, full production at Trollhättan didn't kick in until 1950.

Just 300 of these cars were made, but I'm not clear on how many came to the UK, or indeed if they were UK-market only. They all came with Silver Crystal paintwork, just like contemporary 99EMS models, with black 'elephants ears' and an all-black plastic grille. They also had special wheel trims unique to the model, although not to

everyone's taste. I am pretty certain that originally they all had a special black rubber/chrome strip along the waistline, but I have seen some debate on the Net about whether they all had this or not. Certainly many of them did. The interior was an interesting match to silver paintwork, a colour called 'Lion Yellow'. Very 70s!!

Peter Riley from Bolton has sent me details of his car, JKY 268P. He knows some of the history, but if anyone can fill in the blanks I'm sure he would be pleased to find out. The original owner was Marion Chadwick, from new on August 1 1975 until 2006. The next owner was Michael James, and prior to Peter, it was owned by Amanda Hardy from 2014-2015.

Peter's car is 'generally original' and even has the special wheel trims that have often been lost/discarded on other Jubilees. It doesn't have the waistline trim and the headlamp surrounds have been painted grey or replaced by those from a standard plastic grille car.



Elanor's Jubilee

34 SAABDRIVER



All correspondence to:  
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I've borrowed some photos of John Green's old Jubilee to show you the interior and the waistline trim.

Finally, I have mentioned this in my column a couple of times but haven't yet shared any pictures of Jubilee #69, which belongs to my youngest daughter, Elanor.

Dad bought the car from the original owner, an octogenarian lady from Shropshire who had owned it since new, but had finally been persuaded to stop

driving when she could no longer get through the gateposts of her drive without clouting them! Dad stripped the car a good 15-20 years ago ready to restore, but as his business took off and he found himself spending a lot of time jetting around the world, he never got to finish the job. He finally gave the car to Elanor a few years ago, and I now have the task of turning this 'Meccano set' into a car in time for her 17th birthday – I've got just under four years left!

The shell is absolutely rock solid and the original underseal is in great condition – the photos show you the extent of what little corrosion exists. The mileage of 19,662 is genuine.

If anyone has any ideas for features in future V4 columns, or wants to share details of their car with other members, please get in touch.

Cheers for now

AI

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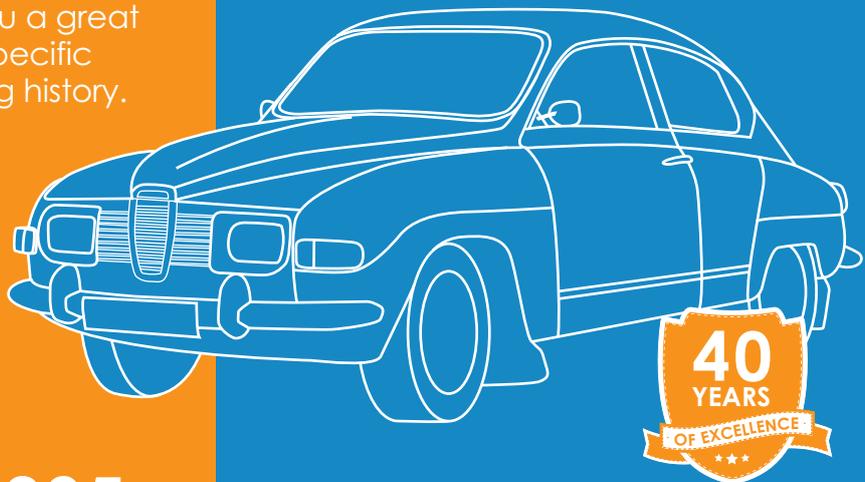
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Bringing it home

## Part of the family – Part 2

Following Richard Alford's story last time of Saabs in the family, Will Mason aka Madwelshman got in touch with his story.

*"Back in 1977/1978 when I was five/six years old, my parents who after owning many Saabs, bought a 1974 two door 99 EMS in Metallic Silver. RHW 99M was the registration number. This was the first car I ever drove (sort of), albeit sat on my father's lap steering and him doing the pedals, but nevertheless, this car in particular made a huge impression on me and has stuck in my mind ever since.*

*"Around 2005/2006, I started my search for an EMS of my own. The car ideally had to be 1974/1975 with Bosch D-Jetronic electronic fuel injection and be Silver. This search went on for around eight years before the right car (at the right price) would come along. In 2007 I found a Black 1976 EMS, which I promptly bought with the idea that even though it had Bosch K-Jetronic mechanical injection, if I couldn't find a Silver one, then I'd get that one re-sprayed. Lack of time and other things that were of more importance (so I'm told) took priority and although some work has been*



As found with peeling roof

*done on the 76 car, it's still nowhere near ready for the road.*

*"In 2012 I had a phone call in response to one of my 99 EMS 'wanted' ads. The gentleman said he had a Silver 99 EMS that had been owned by his late grandfather who bought the car new. The car is actually a 1974 model as chassis number and trim prove, but wasn't registered until 1975. He told me that he would visit the car at some point soon, take some pictures and send them to me. I got the pictures and emailed him back to chat more about the possible purchase of the car, but due to his work commitments etc, things went quiet for nearly 18 months.*

*"Then in 2013 I receive contact from him and a date was arranged to view the car. The owner lived in London and the car was stored at a garage in Oxfordshire. As I have relatives*

*in Banbury, this worked out quite well for me. I later found out that there were two or three others viewing the car on the same day as me, so at the time I wasn't overly hopeful of becoming its new owner.*

*"I must have made a fairly good impression though, (or bored him to death talking constantly about Saabs and the EMS my parents had) because a couple of weeks after the viewing I received an email from the owner who said that he was happy for me to buy the car. After a few emails back and forth, a price was agreed and also a collection date where he'd meet me at the garage the car was stored.*

*"On 22 July 2013 I was one one happy bunny. Travelling back to Pembrokeshire, each time I looked in the mirror I was greeted with the view of a 99 EMS grille (albeit without a grille badge).*



Home from school in the car that started it all



At the National 2016

"The next three years went by and in 2016, I started getting a bit of free time to do some work on the car. The aim was to get it on the road in time for the National event in Pembrey Country Park at the end of July. I chipped away jobs slowly and on 23 July (yes, I know, cutting it fine!) the day of the MOT arrived. Thankfully, she passed without any advisories. The few days leading up to the National flew by and were a bit manic. The 'to do before the National' list was worked through, although not completely.

"The most stressful point was probably the Thursday before the National weekend, when the windscreen was cracked whilst trying to remove some of the remaining bits of the old vinyl roof. I had never removed or fitted a windscreen on a 99 before, but was well aware that it can be an absolute pig of a job to get them back in properly. To say I was stressed was a huge understatement. We finally finished the job late on Thursday evening. Friday morning came, the car was loaded and after only covering about 80 miles in 13 years, we set off for 'Saabs in Wales'. Since the MOT, with the run to the National weekend and various local Classic car runs, it has covered around 900 miles and although there are still a few teething problems (mainly with the fuel injection), it has proved to be totally reliable (as a Classic Saab should be)."

It was great to see the EMS at the National.

That's two issues in a row when I haven't had to write much (thanks guys) though having recently changed the clutch on the 90 and got it back on the road, I've actually got a few tales to tell, maybe next time. Best wishes and happy Saabing for 2017!

Stuart



Dashboard



At the MOT



Stylish interior



Hi All

So, my 9000 is safely tucked away in my garage for winter and I have a few small jobs planned on her before the next Saabing year commences. Just some small tweaks such as a new air/fuel ratio gauge, some footwell plates and a little bodywork tidying. My freshly reconditioned Turbo completed this year without issue so I have given her a fresh engine-full of oil, a new filter and a set of spark plugs.

My last event of the year was a very interesting track day at Donington. We decided to do Donington as it was a track I've never done before and fancied something a bit different. This was in November so the track was absolutely freezing. The day did start off dry, however this changed around midday. The combination of a very cold track and the rain took quite a few people by surprise and this resulted in lunchtime being brought forwards when someone finished off their poor Alfa.

When I went back out after lunch the track was soaked and I had changed from my semi-slicks to full wet tyres; despite this I proceeded to have a very sideways moment as the back stepped out before I could get any sort of warmth into the rear tyres. I managed to hold this slide most of the way around the corner and bring the car into line for the exit with the application of more power (the Jeremy Clarkson method?). I think the November weather was just too cold for the tyres I'm using as I failed to get any sort of grip from the wet tyres for the remainder of the afternoon, but when the track

started to dry again we re-fitted the other set of wheels and the grip was back again!

We only had one moment of worry when the car started spewing oil smoke from the exhaust, we had just rolled up the pit lane to go out again and I looked into my rear view mirror to see a rather large amount of blue smoke, 'is that me?', I asked before the BMW behind me answered my question by reversing away rather rapidly. The marshals kindly let me go out anyway and within the first couple of corners the smoke was gone and we haven't seen it again since. I am willing to wager that I just got a little bit of oil through the intake at some point through a breather hose or something. She ran spot on all day otherwise.

So, remember this winter to make sure you keep your cars in top shape; (not that I expect anything else from you Saab owners!). Check your antifreeze, oil and screen wash and make sure your tyres are in good shape, the last I want to hear is someone losing a Saab (or worse) for the sake of a couple of bits of rubber. Whilst I don't think winter tyres are strictly necessary in the UK, a new tyre with plenty of tread will always be worlds better than something close to or on the limit.

No new registrations this time, but I will say I have had a few pleasant e-mails from people, so thank you for that. That's about all from me for this issue, hope you had a lovely Christmas and a happy New Year, see you in the next one!

Lewis

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New Registrations							
Name	Area	Membership No.	Reg No	Model/Details	Mileage	First Registration	Date Acquired
Philip Clifford	Norfolk	022223-3	G325 ABL	T16S Auto, Grey	143,000 miles	November 1989	
Kathryn Clifford	Norfolk	022223-3	J922 WJH	LPT Convertible, Blue,	158,000 miles	July 1992	June 2016
Howard Francis	Staffordshire	022308-7	WJ9 274	900i Convertible, Red	108,000 miles	August 1990	July 2016

Hi everyone, welcome to the first edition of the C900 page in 2017.

This year, as you all know, is the 70th Anniversary of Saab cars. It does sadden me that there will be no anniversary models available for us to buy in celebration of this milestone birthday.

I know a great many of you own models from the 50th and 60th years, and I'm sure Saab would once again have been creating a very special model to mark its 70th.

I know I would have been one of those standing in the queue waiting for the showroom doors to open to get a look at what was on offer!

Oh well, never mind, we all still have our very own special model to continue to bring a smile to our faces for a long time to come.

Talking of smiles on faces, here's one model that is bound to bring a smile to any Saab fan's face; a T16s. Philip Clifford is its lucky owner and, not to be out done, Philip's wife also has the desirable convertible

model, a perfect companion to a hard top. Philip and Kathryn really do seem to have the best of both worlds and a great reason to celebrate in true 70th birthday fashion!

I'm going to go all technical on you now and let you read a letter from Alastair Lawson. This is a problem that some of you with an 8-valve mechanical injection may also experience at some point.

Alastair writes:

*"I had a problem with my 1984 900 GLi, which took me a while to sort out. Every hundred miles or so, at cruising speed on a very light throttle, she would suddenly 'miss' for less than a second before picking up again and running fine. My car has the mechanical air mass sensor, which controls the position of the plunger in the fuel distributor according to throttle position and air flow into the engine. The air mass sensor plate lever pivots on a hinge at the back of the unit, and on inspection I found that the hinge bearings were gummed up with*

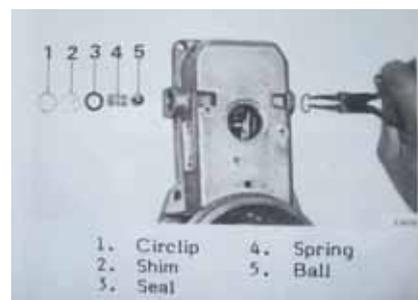
*ancient grease. This led to the air mass sensor sticking in a raised position and then suddenly jumping back down on a light throttle setting, causing the plunger to drop, before quickly returning to the correct position. Cleaning the hinge bearing with carb cleaner, before lubricating with ZX1 friction eliminator, has sorted this out.*

*"The hinge is accessed from both sides by releasing the circlips, and removing the shims, O rings and balls, and on one side a spring. This is straightforward, and enables thorough cleaning and lubrication of the pivot and bearings. The diagram is copied from the Saab Fuel Injection Service Manual."*

Thanks for taking the time to send this to me Alastair to help your fellow Members. I too have the same metering head and will probably get this fault myself at some point.

That's it for this edition. I hope our birthday year turns out to be a good one!

Alex



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# NG900/9-3 REGISTER



The starting grid

Happy New Year Everyone! I hope you all had a good Christmas and welcome back to the first ever 2017 edition of the 'Driver'.

To kick off this new edition let's start with something some of us would quite like to do... take our Saab on holiday with us. Now when I say holiday I don't mean a Caribbean cruise whilst sipping cocktails on a sun lounger, I mean driving through the Alps or Sweden or Germany. It's something I'd quite like to do, however, I don't think I'd get to grips with the wrong side of the road and there is always a worry in case you breakdown or something happens, but as our first email of the year Chris McKay proves that actually not all is lost if something does happen when your away.

*"This is to give you some information re our Saabs – my wife's 9-3 Cabrio (XI39 HLP) and my two litre 9-5 (LK03 YBD).*

*"We have been running Saabs since the purchase of a 9000 Anniversary in 2003 (possibly still on the register as P758 MNF). That finally had to be given up in 2011 at 230,000 miles after the head gasket started to go, but may well still be running. It was a fast and wonderful car which made eight yearly return trips to Florence.*

*"Just as good have been the 9-5 which replaced it and the Cabrio (both from Buckingham and Stanley, Cambridge). As I have just retired I decided to treat myself to something new, and in the absence of Saabs have gone for a 2.0 petrol automatic Skoda Superb, which is a great load-carrier and almost as quick as the 9000 was. Maria has taken over the 9-5 which is still going strong, with servicing by a combination of B&S and Two Stroke, both of whom certainly know their Saabs. The Cabrio was traded in – regretfully, as it only had 100,000 miles on it, but at 16 years old it was beginning to show some signs of age.*

*"We go to Italy every year and have alternated use of the two vehicles. Last year, as we were there for four months for my work, we took both of them down so that Maria was not stuck out in the countryside while I was in the office. Unfortunately, the summer was unusually hot, averaging 39°C throughout July and August, so the 9-3's roof had to stay up most of the time while the aircon struggled a bit. Then, towards the end of our time just outside Florence, the 9-3*

*started to have starting problems, after short trips to the local village etc. I should have realised that this was a crankshaft sensor issue but allowed myself to be persuaded by AutoSaab in Florence (who put Tech 2 on it and diagnosed a problem on number 2 cylinder) that I needed a new ignition cassette. When this did not solve the problem, a new sensor did, just before we set off back home in convoy (see above). All went well for the first 180 miles, but at the tolls near Milan Maria said she could smell smoke. I could find no obvious cause but took over driving her car and we proceeded cautiously towards our overnight stop, already booked in a hotel on top of the glorious Gotthard Pass. We just made it, as by the time we started the long, slow, ascent the car was making some horrible noises as well as emitting smoke – but still driving OK. The next morning a local garage diagnosed (correctly as it turned out) a seizing aircon compressor bearing and said we should have to make for the nearest specialist in Lucerne. As this meant going through a 10km tunnel in which I did not fancy breaking down, we took the tortuous if pretty longer route round the lake. We were just congratulating ourselves after stopping for coffee that the worst was over when I turned the key in the 9-3 only to produce a bang which turned heads 100 metres away. The belt had finally broken.*

*"Still, things worked out. Via our bank's travel insurance we got a local firm to pick up the car while we followed in the 9-5 (see below). They were not the Saab specialists from Lucerne but assured us they were familiar with the problem and could fit a short belt to get us on*



Car being picked up



our way. And they did an excellent, professional job at a low cost. Five hours later, we proceeded and despite the lack of aircon and bad jams round Lucerne, made an overnight stop at Colmar near Strasbourg around 9.00pm. The car has run fine ever since!

“So, the morals of this story are: (1) don't be afraid to take your Saab abroad – though the Skoda purchase is designed to take some of the stress out of these trips; (2) you should always take notice of smoke and noise and not gamble by trying to ascend a mountain with these symptoms. We got lucky in not breaking down earlier; (3) Swiss garages do not necessarily charge the earth.”

Now, with something like Chris and his wife Maria have experienced there's not a lot you can do to foolproof your car to prevent something like the air con compressor seizing up, which is just typical when you could really do without it. This is unlike some of the vehicles I've seen recently, that just goes to show that servicing and maintaining your vehicle can prevent breakdowns, expensive repair bills and in worst case scenario's, accidents.

### What does that filter do?

The pollen filter may seem like an unimportant item in the grand scheme of things, however, it can prevent hay fever and in some pollen filters they have carbon granules to reduce pollutants and other allergy inducing spores that can be sucked in to the cabin by the fan. Or less technically a blocked filter will reduce air circulation into the cabin.

### Brakes that fight back.

In most instances when the brake pedal pushes back against your foot when depressed, it is caused by a cracked ABS exciter ring on the drive shafts, however, as you can see in this case it was caused by a chunk missing on the disc, causing the brake pads to be pushed out then depressed over and over.

### Too brake or not too brake.

We all know it's important to check your brakes but this is what happens when you ignore a grinding noise. The brake pads on one side are that worn that there is no pad material left just the metal backing that has then ground itself in to the disc. With that the piston can lock out and leak brake fluid. In this case the calliper was saved but the vehicle required new discs and pads. As a side note NG900's and OG93's (and early 9-5's) have this type of rear brake set up and should be removed, cleaned and greased at every service according to the Saab Workshop Information.

### Is that oil or grease?

This is why you should change your oil regularly and for a high-quality oil. It may not be clear in this picture but those are actually chunks of metal and old oil draining out of the sump. Needless to say, the engine couldn't be resurrected.

So, if you found some of these amusing if not slightly worrying then maybe while we're all in the mood to make New Year's resolutions, keeping a close eye on your Saab's health should be one of them. As well as plans for a Saab holiday.

That's all for this time, until the next SA meeting, Happy New Year and Happy Saabing!

Lauren

Pedal feedback



Pollen filter



Rear brakes

Sump Sludge



# 9-5 REGISTER



Hi all and welcome back to yet another edition of the 'Driver'.

I am sure many of us asked for Saab goodies in our Christmas stockings, I know I did. Already looking forward to the summer season for showing off our wonderful Saabs. We have already booked five events with more to follow.

We went to Tatton Park in August to attend 'The Passion For Power' event which was a belting weekend as in previous years. The Saab pitch was organised by the Manchester Group and was well attended on both days. Anyway, on both days I got talking to John Howard, another Saab nut who had not registered his car, but has now registered, here is his story so far.

*"Registering my Saab 9-5 Aero HOT, 250hp in Black (what an amazing paint finish!). It has Black leather interior. I bought the car from Saabtec, Glossop in January 2012. The dashboard has been changed to 'red walnut' with bright LED lit interior, and in the boot!*

*"It has all the goodies, like heated front seats, oil and filter changed every 6000 miles*

*and has been shown in classic shows in the North West regularly.*

*"Driven by a granddad in un-granddaddy style (very fast), it rides on Uniroyal Rainsport tyres (great grip and quieter 'on the road' noise) with Saab 'Bladerunner' alloys.*

*"Regular Waxoiled it's my fourth 9-5. First was a 2 litre LPT. Second a 2.3 litre SE LPT. Third was a 2.3 litre FPT 'Airflow' (with electric sunroof which I miss), and now fourth the Aero HOT.*

*"Acceleration between 40-70 mph is breathtaking! (Goodbye most Porsches and Beamers).*

*"It was loaned to me overnight in January 2012 by Richard Elliott at Saabtec, (while my Airflow had a new wheel bearing fitted). After I had driven it 300 metres, I couldn't get home quick enough to look on his Saabtec website, I was sold on it!*

*"Yes, I've had lots of things wear out while I've owned it, but it really is the greatest car I've ever had. (and that includes a lot of new ones!)."*

Well thank you John.

Another Saab nut, Alan Hargreaves asked me to register his car.

*"This is my fourth Saab and I spent quite a while looking for it; its condition is remarkable, its mileage verified and its service history amazingly complete.*

*"Previously I have owned a 1974 96V4, a 1978 99 Combi Coupe and a 1992 900, all*

*bought new (my late father had five Saabs).*

*"It is nice to be driving a Saab again at the tender age of 73, I doubt if I will ever own another car so it will be nice to have gone out (but not for a few years yet!) on a high note."*

Nice to hear you're back in a Saab Alan enjoy.

Earlier this year we went to Chipping Steam with help from Lancashire Saabs and I wrote a small piece on a Black custom built Saab 9-5 2.2 TiD. For some reason I lost some of the pictures of this car they were on a memory stick which has miraculously now turned up. The interior was different with push button start and an array of digital displays. The alarm was a weird and wonderful setup, the car automatically unlocked when you got near the car, and there were no door handles on the outside back doors, the radio was in the glove box. The pictures show the car and what car it is?

That's just about the lot for now, still loving the new 9-5 its returning 40+ around town and 55+ on a run – love all things Saab!

My current vehicle list includes:

- Saab 9-5 Aero 2003
  - Saab 9-3 Aero Convertible 2000
  - Saab 900 five door SE Classic
  - Saab NG 9-5 TiD
- Till next time cheers.

Richard

## New Registrations

Name	Area	Membership No.	Reg No	Model/Details	Mileage	First Registration	Date Acquired
John Howard	Cheshire	018888D-11	LCZ 6775	9-5 Aero HOT	123,000 miles	2002	January 2012
Alan Hargreaves	North Wales	022384-10	S5 LYR	9-5 Vector Estate 2.0t	86,000 miles	November 2004	October 2016



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PFS Parts Ltd.

email: sales@partsforsaab.com  
Tel: 0844 800 2742 / 0844 800 2741

www.partsforsaab.com

# SAAB HIST

The Roger Albert Clark Rally returns in a new bi-annual format for 2017, promising a return to the four-day gruelling event format.

Rumoured is a start in Wales with the event moving up to Scotland and Kielder, then on to the Yorkshire forests. The rally manager, Colin Hepenstall, as ever will be seeking out traditional stages from the RAC Rallies of old. Spectators are always considered so perhaps we'll see a return to the Duncombe Park and Heathhall stages that were so popular in the past. If you're used to the current 30 to 40 stage mile day events, then strap in. The Roger Albert will be offering 200 to 225 stage miles over four days – back to the hardest test of teams, cars and crews.

Interest is now invited from possible entrants, and three teams signed up within hours of the event being announced:

#### Already Confirmed for the Team entry

- Nick Pinkett Saab 96 Two-Stroke
- Colin Hope/Nick Patrick Saab 96 V4
- Jim Valentine/Jonathan Lodge Saab 99

#### Provisional Interest

- Steve Higgins Saab 96 Two-Stroke or Saab 96 V4
- Magic McCombie Saab 900
- Francis Tuthill Saab 96 V4 (an original Trollhättan built rally car)
- Gavin Chisolm Saab 96 V4 or Saab 99
- David Holgate Saab 99
- Maxime Castelein Saab 96 Sport Two-Stroke (AJM 101A now on Belgian plates)

#### Previous Interest/Entrants (maybe this time!)

- Ceiriog Hughes/Emyr Hall Saab 96 V4
- Erik Streda Saab 99 or Saab 96 V4
- Patrice Wattine Saab 96 Two-Stroke
- Peter Lumsden Saab 96

Entrants to the Roger Albert through the Saab Historic Rally Team get a discounted entry based on the number of team cars from the organisers. We support our crews and their teams with a catered dinner in the main service at the end of each leg. Apart from saving time and allowing the exchange of the day's war stories, coming in to service knowing a good hot dish of food is waiting is invaluable. This is particularly helpful when the snow plays havoc with the schedule, as it has done memorably in previous years.

The team are particularly excited at the possibility of Francis Tuthill joining us, a rally legend well known for rally prep on Porsche 911s, he was famously scoffed at for starting the London to Sydney Rally in 1977 with a spare engine on his roof rack. An engine he was soon seen installing at the roadside outside Paris... let's hope he doesn't think his car is too precious to put through the RAC.

Saabs have had a long association with the Roger Albert and it looks like we're shaping up to make a major impression on the 2017 event with every era of Saab rally car represented.

Guaranteed? An event you'll never forget in great company on the UK's hardest rally for historics. Contact the Saab Historic Rally Team on [xandj@btinternet.com](mailto:xandj@btinternet.com)

Jim Valentine

Main picture: What may be in store again. Nick Pinkett's two stroke seen from AJM101A.

# SAAB HISTORIC RALLY TEAM

## Roger Albert Clark Rally 2017

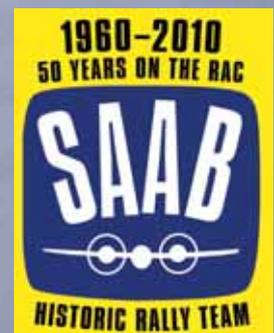
### 9-12 November



The Saab Historic Rally Team in 2010 with Erik Carlsson, Stuart Turner and the museum car.



New for 2017 the Saab Historic Team support truck, finished in Saab Hussar Blue, of course.



# SAAB AUTHORISED SERVICE CENTRES



**BRISTOL**  
BRISTOL  
SIMPLY SAAB  
9 Clothier Road, Brislington,  
Bristol, BS4 5PS  
T: 0117 940 6121  
W: simply-saab.com

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes

**DISCOUNT TO SOC MEMBERS**  
Discount negotiable

**BUCKINGHAMSHIRE**  
FARNHAM COMMON  
HUGHES SAAB  
Beaconsfield Road, Farnham Common,  
SL2 3HX  
T: 01753 609595  
W: hughes-saab.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes

**DISCOUNT TO SOC MEMBERS**  
10% off servicing, £35 MOTs & 10% off on stock parts

**BUCKINGHAMSHIRE**  
MILTON KEYNES  
SAAB CENTRE MILTON KEYNES  
31 Heathfield, Stacey Bushes,  
Milton Keynes, MK12 6HR  
T: 01908 227 009  
W: saabmk.com saabcentreplus.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes

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

**CAMBRIDGESHIRE**  
CAMBRIDGE  
CAMBRIDGE SAAB  
158 Shelford Road,  
Trumpington, Cambridge, CB2 9NE  
T: 01223 841616  
W: cambridgesaab.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	no	yes	yes

**DISCOUNT TO SOC MEMBERS**  
Discount negotiable

**CAMBRIDGESHIRE**  
PETERBOROUGH  
CRIGHTONS OF PETERBOROUGH  
Dukesmead, Werrington,  
Peterborough, PE4 6ZN  
T: 01733 571836  
W: crightons.co.uk/saab/

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	no	yes	no

**DISCOUNT TO SOC MEMBERS**  
10% on parts, 20% on labour (not in conjunction with any other offer)

**CUMBRIA**  
CARLISLE  
MGM MOTORS  
Morton Street,  
Carlisle, CA2 5UU  
T: 01228 546079  
W: mgmmotors-cumbria.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	no	yes	no

**DISCOUNT TO SOC MEMBERS**  
Discount negotiable

**DERBYSHIRE**  
DERBY  
BEECHWOOD SAAB  
8 Siddals Road,  
Derby, DE1 2QD  
T: 01332 381 900  
W: beechwoodsaaab.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes

**DISCOUNT TO SOC MEMBERS**  
Yes

**DEVON**  
YELVERTON  
YELVERTON  
CHRIS HAMLEY SAAB SPECIALIST  
The Parade,  
Yelverton PL20 6DT  
T: 01822 855 001  
W: chrishamleysaabspecialist.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes

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

**ESSEX**  
MANNINGTREE  
ABBOTT RACING MOTORSPORT  
Wix Manningtree,  
Essex, CO11 2TA  
T: 01255 870 636  
W: abbottracing.net

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes

**DISCOUNT TO SOC MEMBERS**  
Yes

**ESSEX**  
CHELMSFORD  
CHELMSFORD SAAB  
Howe Street, Great Waltham,  
Chelmsford, CM3 1BJ  
T: 01245 360 360  
W: chelmsfordsaab.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	no	no	yes*	yes

**DISCOUNT TO SOC MEMBERS**  
Yes inc MDI diagnostics for 2010 & 2011 Saab 9-5

**ESSEX**  
COLCHESTER  
D SALMON CARS  
Sheepen Road,  
Colchester, CO3 3LE  
T: 01206 715 200  
W: dsalmoncars.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes

**DISCOUNT TO SOC MEMBERS**  
Discount negotiable

**GREATER LONDON**  
FINCHLEY  
BALLARDS SAAB  
Unit A, Coppetts Centre,  
North Circular Road, London, N12 0AJ  
T: 0208 211 9160  
W: ballardssaab.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes

**DISCOUNT TO SOC MEMBERS**  
From 10%

**GREATER LONDON**  
 HARRINGAY  
 BRAYDON MOTOR COMPANY  
 596-598 Seven Sisters Road (at Sentinel Volvo)  
 London N15 6HR  
 T: 0208 985 2255  
 W: braydonmotors.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	no

**DISCOUNT TO SOC MEMBERS**  
 Yes 10%

**GREATER MANCHESTER**  
 GLOSSOP  
 RP ELLIOTT LTD T/A SAABTEC  
 Unit 12, Glossopbrook Business Park,  
 Surrey Street, Glossop, SK13 7AJ  
 T: 01457 867 878  
 W: saabtec.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes

**DISCOUNT TO SOC MEMBERS**  
 10%-30% Saab Service Club discounts available

**GREATER MANCHESTER**  
 OLDHAM  
 PENTAGON SAAB  
 Chadderton Way,  
 Oldham OL2 2QL  
 T: 0161 621 2720  
 W: pentagon-group.co.uk/saab

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes

**DISCOUNT TO SOC MEMBERS**  
 10% Discount

**HAMPSHIRE**  
 BASINGSTOKE  
 J DAVY BASINGSTOKE  
 West Ham, Basingstoke  
 RG22 6PL  
 T: 01256 319 400  
 W: jdavy.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	no

**DISCOUNT TO SOC MEMBERS**  
 15%

**HAMPSHIRE**  
 CHICHESTER  
 LEWIS SAAB  
 Ronic House, Main Portsmouth Road (A259),  
 Bosham, Chichester, PO18 8PN  
 T: 01243 574 141  
 W: lewissaab.com

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes

**DISCOUNT TO SOC MEMBERS**  
 Stock order items only 15%

**HAMPSHIRE**  
 SOUTHAMPTON  
 PENTANGLE MB LTD  
 Unit 17 Eddystone Road, South Hampshire Industrial  
 Park, Totton, Southampton, Hampshire SO40 3SA  
 T: 02380 811900  
 W: pentanglemb.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	no

**DISCOUNT TO SOC MEMBERS**

**HERTFORDSHIRE**  
 WELWYN GARDEN CITY  
 SAABTECH WELWYN  
 36 Brownfields,  
 Welwyn Garden City, AL7 1AN  
 T: 01707 379950  
 W: saabtechlimited.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes

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

**HERTFORDSHIRE**  
 WATFORD  
 SPIRE SAAB WATFORD  
 291-295 Lower High Street,  
 Watford, WD17 2HZ  
 T: 01923 200 500  
 W: spiresaabwatford.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	minor repairs	yes	yes

**DISCOUNT TO SOC MEMBERS**  
 10%

**KENT**  
 MAIDSTONE  
 F G BARNES MAIDSTONE  
 Cuxton Road, Parkwood, Maidstone,  
 Kent, ME15 9VF  
 T: 01622 755531  
 W: fgarnes.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes

**DISCOUNT TO SOC MEMBERS**  
 10% Parts & Labour

**LANCASHIRE**  
 BLACKBURN  
 BAY HORSE AUTOS  
 Unit 3, Centurion Business Park,  
 Davyfield Road, Blackburn, BB1 2QY  
 T: 01254 695 063  
 W: bayhorseautos.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes

**DISCOUNT TO SOC MEMBERS**  
 Discount negotiable

**LEICESTERSHIRE**  
 LUTTERWORTH  
 ASHBY GARAGE  
 Ashby Garage, Main Street,  
 Ashby Parva, Lutterworth LE17 5HS  
 T: 01455 209 191  
 W: ashbygarage.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	no	yes	yes

**DISCOUNT TO SOC MEMBERS**  
 10% discount on parts

**LEICESTERSHIRE**  
 LEICESTER  
 BOND STREET CAR SERVICE  
 8 Coal Cart Rd, The Interchange, Birstall,  
 Leicester, LE4 3BY  
 T: 0116 2676198 / 0116 2627787  
 W: bondstreetcarservice.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes

**DISCOUNT TO SOC MEMBERS**  
 10% parts and Labour

**MERSEYSIDE**  
 BIRKENHEAD  
 SAAB WIRRAL  
 Units 1-3 Holborn Square,  
 Birkenhead, CH41 9HQ  
 T: 0151 647 4303  
 W: saabwirral.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes

**DISCOUNT TO SOC MEMBERS**  
 10% on services and parts

**MERSEYSIDE**  
 SOUTHPORT  
 CHAPEL HOUSE SAAB  
 609 Liverpool Road, Ainsdale,  
 Southport, PR8 3NG  
 T: 01704 574 126  
 W: chapelhousesaab.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	no

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

**NORTHAMPTONSHIRE**  
 RUSHDEN  
 INDY SAAB  
 Unit 1, Rectory Road,  
 Rushden, NN10 0AD  
 T: 01933 355 335  
 W: indysaab.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	no (CBA)	yes	no

**DISCOUNT TO SOC MEMBERS**  
 10% on parts only (not in conjunction with any other offer)

**NORTHAMPTONSHIRE**  
 NORTHAMPTON  
 WESTAWAY MOTORS  
 Broughton Green Road,  
 Moulton Park, NN2 7AH  
 T: 01604 494 121  
 W: westawaysaab.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes

**DISCOUNT TO SOC MEMBERS**  
 Discount negotiable

**NORTH WALES**  
 WREXHAM  
 HIGHER OAK GARAGE  
 Oak Road,  
 Wrexham Industrial Estate, Wrexham LL13 9RG  
 T: 01978 661709  
 W: saab-higheroak.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes

**DISCOUNT TO SOC MEMBERS**  
 Stock items 10%

**SCOTLAND**  
 STRATHCLYDE, AYR  
 PARK'S SAAB  
 90 Doonfoot Road, Ayr,  
 Strathclyde, KA7 4DP  
 T: 01292 445540  
 W: parkssaab.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	no	yes	yes

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

**SCOTLAND**  
 PERTH  
 PERTH CARS LTD. (SAAB)  
 Manson Road, Perth,  
 PH2 8AQ  
 T: 01738 639776  
 W: www.perthsaab.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes

**DISCOUNT TO SOC MEMBERS**  
 15% parts and 10% labour

**SCOTLAND (CENTRAL)**  
 GLASGOW  
 SCHONEVILLE SAAB  
 1 Kilbirnie Place,  
 Tradeston Industrial Estate, Glasgow, G5 8QR  
 T: 0141 429 5833  
 W: schonevillesaab.com

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	no	yes	no

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

**SHROPSHIRE**  
 SHREWSBURY  
 WESTBURY GARAGE  
 Featherbed Lane,  
 Shrewsbury, SY1 4NU  
 T: 01743 441445  
 W: westburyonline.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	no	yes	no

**DISCOUNT TO SOC MEMBERS**  
 15% off for SOC members

# SAAB AUTHORISED SERVICE CENTRES

**SOMERSET**  
 YEovil  
 ASTLEY SAAB  
 32 Garret Road, Lynx Trading Estate,  
 Yeovil, BA20 2TJ  
 T: 01935 426 701  
 W: astleysaab.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes

**DISCOUNT TO SOC MEMBERS**  
 Saab Service Club discounts available

**SOMERSET**  
 TAUNTON  
 PERRY & PROUSE  
 Smalls Yard, Dellers Wharf,  
 Taunton, TA1 1NU  
 T: 01823 288351  
 W: perryandprouse.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	no	yes	yes

**DISCOUNT TO SOC MEMBERS**  
 Discount Negotiable

**SOMERSET**  
 TAUNTON  
 ROWCLIFFES SAAB  
 78-88 East Reach,  
 Taunton, TA1 3HF  
 T: 01823 250 430  
 W: rowcliffessaab.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	no	yes	no

**DISCOUNT TO SOC MEMBERS**  
 25%

**STAFFORDSHIRE**  
 STOKE-ON-TRENT  
 HOLDCROFT SAAB  
 Leek Road, Hanley,  
 Stoke-on-Trent, ST1 6AT  
 T: 01782 274 504  
 W: holdcroftsaab.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes

**DISCOUNT TO SOC MEMBERS**  
 20% on parts, 30% on labour & 15% on parts only purchases

**SUFFOLK**  
 BURY ST EDMUNDS  
 CECIL & LARTER  
 Wentworth House,  
 Bury St Edmunds, IP32 6EN  
 T: 01284 778 896  
 W: cecilandlarter.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	no	yes	no

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

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

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	no	yes	yes

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

**SURREY**  
 VIRGINIA WATER  
 IAN ALLEN MOTORS  
 Sandhill Lane,  
 Virginia Water, GU25 4BT  
 T: 01344 842 801  
 W: ianallanmotors.com

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes

**DISCOUNT TO SOC MEMBERS**  
 10%

**SURREY**  
 LEATHERHEAD  
 BELL & COLVILL (Horsley) LTD.  
 Epsom Road, West Horsley,  
 Leatherhead, KT24 6DG  
 T: 01483 281 000  
 W: bellandcolvill.com

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes

**DISCOUNT TO SOC MEMBERS**  
 10% off parts & accessories & up to 40% off labour

**SUSSEX**  
 CHICHESTER  
 LEWIS SAAB  
 Ronic House, Main Portsmouth Road (A259),  
 Bosham, Chichester, PO18 8PN  
 T: 01243 574 141  
 W: lewisssaab.com

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes

**DISCOUNT TO SOC MEMBERS**  
 Stock order items only 15%

**SUSSEX**  
 CRAWLEY  
 TURNERS HILL GARAGE  
 Turners Hill, Crawley,  
 West Sussex, RH10 4NP  
 T: 01342 716 322  
 W: turnershillsaab.com

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes

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

**SUSSEX**  
 EASTBOURNE  
 BOURNE MOTORS  
 1-2 Cornfield Lane,  
 Eastbourne, BN21 4NE  
 T: 01323 727011  
 W: bournemotorsussex.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	no	yes	yes

**DISCOUNT TO SOC MEMBERS**  
 Discount Negotiable

**TEESSIDE**  
 THORNABY-ON-TEES  
 ALEXANDERS SAAB TEESSIDE  
 Teesdale,  
 Thornaby-on-Tees, TS17 6BB  
 T: 01642 679 781  
 W: alexanderssaab.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes

**DISCOUNT TO SOC MEMBERS**  
 10% on parts & labour to Saab Service Club members

**WEST MIDLANDS**  
 BIRMINGHAM  
 BAGNALL SAAB  
 1 Auckland Road,  
 Sparkbrook, Birmingham, B11 1RH.  
 T: 0121 772 1555  
 W: bagnallsaab.com

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	no	yes	yes

**DISCOUNT TO SOC MEMBERS**  
 On servicing, discount negotiable

**WEST MIDLANDS**  
 COVENTRY  
 JOHNSONS CARS  
 443 Fletchampsstead Highway,  
 Coventry, CV4 9BY  
 T: 024 7671 7800  
 W: johnsonscars.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	no	yes	no

**DISCOUNT TO SOC MEMBERS**

**WEST MIDLANDS**  
 SUTTON COLDFIELD  
 JOHNSONS CARS  
 8 Kings Road, New Oscott,  
 Sutton Coldfield, B73 5AF  
 T: 0121 355 6060  
 W: johnsonscars.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	no	yes	no

**DISCOUNT TO SOC MEMBERS**

**WEST MIDLANDS**  
 BIRMINGHAM  
 WMSS (WEST MIDLANDS SAAB SPECIALIST)  
 Wood Lane,  
 Birmingham, B24 9QR  
 T: 0121 270 1095  
 W: wmss.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	no

**DISCOUNT TO SOC MEMBERS**  
 10% Parts & Labour

**WILTSHIRE**  
 CHIPPENHAM  
 PLATINUM SAAB  
 London Road, Pewsham,  
 Chippenham, SN15 3RR  
 T: 01249 655 871  
 W: platinumsaab.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	no

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

**YORKSHIRE**  
 YORK  
 ALEXANDERS SAAB, YORK  
 Great North Way, York Business Park,  
 Nether Poppleton, York, YO26 6RB  
 T: 01904 520 300  
 W: alexanderssaab.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes

**DISCOUNT TO SOC MEMBERS**  
 10% on parts & labour to Saab Service Club members

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TEL: 01943 461679 OR EMAIL: kjsadvertising@btinternet.com

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| <input type="checkbox"/> 90         | <input type="checkbox"/> Wanted          |
| <input type="checkbox"/> 99         | <input type="checkbox"/> Bits and Pieces |
| <input type="checkbox"/> 900        | <input type="checkbox"/> Misc            |
| <input type="checkbox"/> 9000       |  |

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UP TO 57	£5.00	£14.00
UP TO 72	£9.00	£22.00
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ALL PRICES INCLUDE VAT		

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Great Britain Ltd

Please send cheque (to SOC) and form to:

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MYPEC  
The Festoon Rooms, Sunny Bank Mills,  
Farsley, Leeds LS28 5UJ

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27 January 2017



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# RESCUE OF A DUTCH SAAB

Let's start this narrative from the beginning... early in August this year when, while enjoying the beautiful Scottish scenery near the Isle of Skye, I heard an ominous clang from under the bonnet.

Fortunately, we were close to a viewpoint where we could draw off the road. I am not a technical man but, judging from the noise the engine made, it was clear that it would be very unwise to continue our journey. We phoned the AA, but they told us that, since we were unable to provide them with an address in the UK, they would not give us any assistance. "You can't just leave us here", I wailed. "Oh yes we can sir", he said and hung up!

We found a garage on the internet that was prepared to send a service car, after having given them my credit card details. The friendly mechanic offered to take my wife and me to the nearest camping site. The Saab was subsequently towed to the garage in Kyle of Lochalsh. After a few days, the verdict was passed... 'your car is terminal!' The timing-chain was broken and had caused irreparable damage. Sadly, we said goodbye to our Saab and returned home by public transport.

Back in Holland I contacted the Saab Owners Club in Scotland to find out if anyone would be interested in the carcass or parts of it. I received a kind email from Derek Darnell who offered to relay my request. Very soon afterwards I received a call from Euan Headridge, which became the start of an unparalleled rescue operation. Via his own Saab garage in Perth, a second-hand engine (50,000 miles) was procured, which was then taken to Kyle by Euan on his trailer (driving time 3.5 hours!).

Then some other bad news. The turbo and water-pump were also broken and needed to be replaced. These were ordered via the garage in Perth and once again Euan drove up to Kyle to deliver the parts, even though his father-in-law had just passed away two days before.

On 10 November, I finally received the news I had been waiting for, my Saab was ready to be collected. For the third time Euan travelled to Kyle of Lochalsh, by train this time and returned with 'the car' (according to Euan – an unfamiliar LHD car, petrol, automatic, km speedo and 'just fixed'! Not to mention minus six degrees, foggy and spray all the way from Kyle to Invermoriston!).

After a check-over in the Saab garage in Perth, a rendezvous could be arranged.

On 25 November, Euan and his wife Morag were just about to set off on their journey from Coupar Angus in Fife to the ferry terminal in North Shields (another 3.5 hour drive), when it turned out that, when opened, the passenger's car window didn't slide up again. That meant another visit to the Perth Saab garage to get it fixed. As my wife, Karin and I were taking the return ferry on the same day, it became a race against the clock!

Just 20 minutes before boarding time they arrived at the parking lot and we could finally meet our benefactors after some 70 email exchanges and several phone calls. Unfortunately, there was no time left for the planned lunch but with the haggis, black pudding and other Scottish goodies that they had brought for us, we hurriedly left again – now be it in my beloved Saab!

I am grateful beyond words for Euan's bottomless altruism, for all the time and effort and organising it took to help a fellow Saab owner in need. The SOC in Scotland and Euan Headridge in particular will forever be in our hearts!

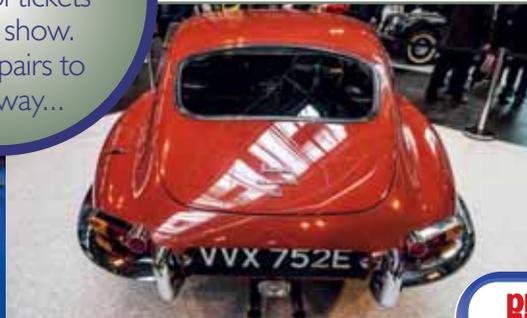
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# WIN!

A pair of tickets to the show. Three pairs to giveaway...

# COMPETITION



# PRACTICAL CLASSICS CLASSIC CAR & RESTORATION SHOW 2017 SPRING'S BEST CLASSIC CAR SHOW!

After a bumper third outing in 2016, the Practical Classics Classic Car and Restoration Show returns to Birmingham's NEC at the slightly later date of 31 March - 2 April, with around 130 car clubs and over 1,000 classics cars on display.

Expert advice will also be on offer on the 'Ask our Experts' stage where you decide the subject matter. What do you need to know about? Buying, selling or planning a restoration? There will be a mix of motoring experts on hand, from the Practical Classics team and industry specialists to TV presenters and well-known faces from the classic car world.

Dream Rides will be on offer at this year's show – meaning you can take a ten mile ride as a passenger in one of the cars from the Dream Rides Garage in exchange for a donation to charity. The car you choose will determine the size of your donation and with a mix of marques from British Sports to Italian supercars, there will be plenty to choose from.

There will also be the UK's biggest display of barn finds with the organisers aiming to beat last year's mix of 25 vehicles,

found in various states of repair.

If you are in the market for a project or new classic car, Classic Car Auctions will gather the best the market has to offer while the UK's best dealers offer classics to suit all depths of pockets.

As well as more classes for novices and masterclasses for those looking to enhance their skills in the workshop, more special guests on the live stage and more seminars offering expert advice, there'll also be more traders with marque specific retailers on offer including the UK's biggest Spring autojumble.

The 2017 Practical Classics Classic Car & Restoration Show will be held from 31 March - 2 April at Birmingham's NEC with tickets now on sale. For more information as well as all the ticket prices and booking details, visit [www.necrestorationshow.com](http://www.necrestorationshow.com)

Details correct at time of going to press

**For your chance to win a pair of tickets to the show (three pairs to be won), please answer the following question.**

Who is offering a ten mile ride in one of their cars in exchange for a donation to charity?

\_\_\_\_\_

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

Address: \_\_\_\_\_

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

**Please post or email entries to: Anne Szpindor • Mypec, The Festoon Rooms, Sunny Bank Mills, Farsley, Leeds LS28 5UJ. email: [annes@mypec.co.uk](mailto:annes@mypec.co.uk) – Entries close 1st February. The winner will be the first correct entry drawn at random.**

## PREVIOUS PRODUCT OFFER WINNERS

**September/October 2016 – The winners of the Lancaster Insurance Classic Motor Show tickets**

David Roper, South Derbyshire. Ian Hill, Somerset. Mr A Jones, Cheshire.

**November/December 2016 – The winner of the Autoglym Bodywork, Wheels and Interior Collection**

Gordon Edwards, Aberdeenshire.



## A LAST WORD ON THE LAST SAABS

ALEX RANKIN, C900 REGISTER

The last word; how often do you ever get the chance to have it? Not very often usually. So here is possibly my one and only chance to actually have the 'last word.'

So, with 'last' being one of the words in the title of this little 'Driver' editorial, I thought I'd give you my thoughts on the last Saabs.

Who could have thought as we started the bold new year of 2011 that during that spring production of our beloved Saabs would effectively come to an end, especially as the brand had been saved and was in the process of re-invention. The future looked bright for Saab with the unveiling of the phoenix platform on which new bold Saab models were to be based.

Little did we know that when we bought our new Saabs during 2010 and the early part of 2011 it would be the last new Saab we would ever buy.

Those new Saabs are now knocking on the door of six years old, hardly new anymore, but from speaking to club Members and contacts in the motor trade there is a growing market out there for very late low mileage models.

The problem for Members is tracking down one of these sought after cars, as there were not many built towards the end

of production. On top of that, any you do find are now commanding quite a premium over their average mileage stablemates.

Ultimately, the supply of these cars will run dry as they are snapped up by dedicated Saab owners who can't bear the thought of not driving a Saab as their everyday car.

Many Saab drivers have already been forced to choose another brand as their daily drive. Some, of course, will still have a 'classic' Saab or two, just to stay loyal, and able to continue enjoying the superior quality that Saab stood for throughout all its years as a maker of fine individual cars of real character.

I have to praise the dedicated owner whom is striving (with the help of some very good independent and former Saab main dealers and parts suppliers) to keep their car in regular use.

They say that Saab loyalty at one time was second only to Mercedes, and that when a Saab owner's car was due for replacement, they would simply wander along to the local dealer and buy another one. Once you had experienced a Saab that was it, you were hooked for life.

Many members I have spoken to have had Saabs all their motoring lives. I myself

have driven a Saab as my main family car for twenty years, and would probably have gone on doing so if I could have been given the chance.

Having said that this is the 'last word,' is it? One thing that is guaranteed in life is that you never know what tomorrow will bring, so don't give up the faith just yet.

Old Saabs never die (borrowing the phrase that is usually applied to a Ford) they just keep on going in their own very quirky and unique way!

Alex Rankin



## CLASSIFIED

To place classified advertisements, please use the advertising form on page 51. Alternatively a form is available online at [www.saabclub.co.uk](http://www.saabclub.co.uk) 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.

### 9-5

#### 9-5 Vector 2011 TTiD

XWD, 6 speed man. Black leather interior. Full service history. MOT July 2017. Ex cond. £7995. Possible exchange later 9-3 Convertible. Mob: 07960 538909 (Leicester).



### 9-3

#### 9-3 Aero SportWagon Auto 2.0T

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### Wanted For Saab 9000

A pair of front wings and a pair of headlights (telephone with price and condition please – thanks). Tel: 01349 865023 (Inverness).

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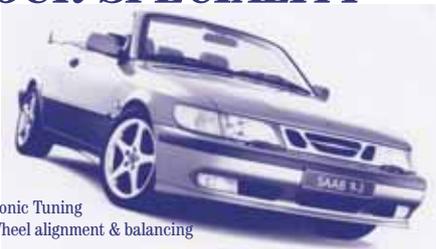
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