

JUNE/JULY 2012 ISSUE 3 £6.00

SAAB DRIVER

The Magazine of the Saab Owners Club of Great Britain Limited



INSIDE

THE ROAD TO AERO

THE NATIONAL 2012
BOOKING FORM

MOTORSPORT: GETTING
READY TO ROLL



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CONTENTS

- | | |
|--|--|
| 6 STEERING WHEEL | 20 AROUND THE UK |
| 8 MOTOR NEWS
The Last Ones Remaining | 24 THE NATIONAL 2012 |
| 10 THE ROAD TO AERO | 28 THE SOC ON TOP GEAR
Part 2 |
| 12 SAAB 9000 TRACK CAR | 30 REGISTERS
Welcome to our two new Registrars |
| 14 SAAB AUTHORISED
REPAIRERS | 45 CLUBSHOP |
| 16 CAR CLINIC | 46 MOTORSPORT |
| 17 POSTBAG | 52 PRODUCT OFFER
Ultimate Snow Foam and Lance |
| 18 NOTICEBOARD | 54 CLASSIFIED |
| 19 WHAT'S ON | |

FRONT COVER: The Star of the 'TopGear' show, Chris Foxley's 99 Turbo

Please state your Membership Number on all correspondence

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ANNUAL GENERAL MEETING

The Annual General Meeting Of The Club will be held on Saturday, 27th October 2012.

Members are reminded that items for inclusion on the Agenda and Nominations for the Board of Directors must be received by the Company Secretary (address on page 5) no later than Saturday, 18th August 2012.

Under clause 18 (as amended) of the articles of association, the text of any matter to be discussed at the AGM must be signed by two Members and sent to the Company Secretary by the above date.

Nomination Forms for the election of Directors are available from the Company Secretary on request (please include an SAE).

BY ORDER OF THE BOARD

Dave Garnett – Company Secretary

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Tel: 01954 232810 Fax: 01954 232106 E-mail: membership@saabclub.co.uk

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Club Insurance Schemes. Tel: 0800 298 4071

IMPORTANT

Please quote your Membership Number on ALL correspondence

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E-mail: editor@saabclub.co.uk

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

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

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

Classified Advertisements
– see details on page 54.

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

DEADLINE DATES FOR CONTRIBUTORS

Aug/Sept/Oct 2012 ISSUE: 20th July 2012
Nov/Dec 2012 ISSUE: 28th Sept 2012

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:

Kay Scott
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CLUB VALUATION SCHEME

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

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

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Disclaimer

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

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As I write Steering Wheel, it is now the middle of May and I was hoping to say how nice it is and how we are now looking forward to our summer events.

Well, not only has it rained for weeks, we still have a hosepipe ban, so keeping our fleet as shiny as we would like is now not so easy.

However, the sun is now shining and we still have the events to look forward to, so not all bad.

Our first SOC outing will be the Peaks and Dales which is always a great event, so we are really looking forward to it. We are also hoping to make the Lakeland Gathering, another well-established popular event. Then later, we have the National, which is coming together very nicely and receiving some great feedback. You will find more information and the booking form on page 26. Please be aware of the booking deadline as we will not be able to accept any after this date.

This is going to be a great event and you will not want to miss it, especially if you would like to meet Mr Saab himself, Erik Carlsson who will be joining us this year.

On the subject of events, you will also see on page 18 that we have two new ones this year. A Classic Run and the return of the Spares Event. So if you have a pre-1993 Saab and would like to join us for a tour around the beautiful Nottinghamshire countryside, this is the one for you. For us it will be a great excuse to get the Sonett out, so I look forward to seeing you there.

The Spares Event will be held indoors, so a nice cosy environment to either buy or sell all kinds of Saab parts. Individuals and traders are all welcome. In view of the demise of Saab, it is even more important that we all help each other to keep our cars on the road for many years to come. We know that we have a major role to play in this now, so please do your best to support this event.

The two new events were part of the outcome of our discussions at the last Board meeting concerning growing and improving our Club. We now have some very clear plans for the future development of the Club, which, include Membership growth, providing more benefits/value for

Members and securing our finances. We have already made progress, but there is still a lot more to do.

I will provide some more details of the plans in the next issue, but in the meantime, you can be assured that we are working hard in many areas.

I mentioned growing Membership, which we believe is important to our future strength and security. I am therefore delighted to announce that Mark Edgar has come forward to offer his services as Membership Director. Mark has been a prominent member of the Saab community for many years and is passionate about the brand and our Club. Although not yet officially in place as a Director, Mark has already started to develop and implement his ideas. I am sure that you will all join me in welcoming Mark aboard.

You will see that we are still seeking a Benefits and Member Services Director. Please do not be shy in coming forward if you think that you could help us with this, even if you do not wish to become a Director and just have a little time and expertise that you could offer. Without more help our progress will be much slower so 'Your Club Needs You'.

By the time this issue drops through your door we are planning to have the Club Shop on-line through our website, so please have a look at the goodies Sharon has on offer. You will be able to pay using PayPal or your credit card. Many thanks to Rich Bone and the team for getting this up and running.

I look forward to seeing you all at the summer events, but until then, please Go Safe, Go Saab.

Mike Philpott

We Need Your News!

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

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editor@saabclub.co.uk**

VACANCY

Benefits and Services Director

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

In summary the role would include:

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

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

Mike Philpott

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THE LAST ONES REMAINING

Saab Parts UK has successfully secured the sale of the last remaining 26 right-hand drive MY12 Saab 9-3 Convertibles for UK customers.

The Convertibles have now arrived in the country and will be available to buy through Saab's national network of 87 Authorised Repairers. Hand-finished by a dedicated and loyal workforce of Saab employees based at Saab dealership, ANA, in Trollhättan, these cars will carry a sentimental value for Saab fans around the UK and are the last and best equipped examples of Saab's Convertible lineage after 25 distinguished years.

The Saab 9-3 Convertible range was significantly revitalised with the MY12 line-up, featuring refreshed exterior and interior styling and fitted with a range of more powerful, fuel and emissions efficient engines than its predecessors.

Three levels of specification are available: SE, Aero and Independence Edition. The all-turbo powertrain line-up comes with a 160hp and 180hp, 1.9-litre twin turbo diesel engine and two new 2.0-litre petrol engines providing power outputs of 163hp and 220hp respectively.

The exclusive Saab 9-3 Convertible Independence Edition is powered by a 180hp, 1.9-litre twin turbo diesel and comes with a six-speed automatic transmission as standard. Ultimately, the plan was to build just 80 examples for the UK market, but in total only seven right-hand drive models were imported in 2011, resulting in the further seven available from today being assured real UK exclusivity.

Featuring a unique Amber Orange metallic paint finish, it is based on the top-of-the line Aero specification and includes a limited edition serial number etched into the rear side windows. It is further distinguished by five-spoke, 18-inch alloy wheels



with a satin chrome/black finish, parchment sport leather seats and lockable glovebox with amber orange highlights, a carbon-fibre look leather finish for the instrument panel, handbrake, gearstick moulding and door handles, and orange stitched sport leather steering wheel and carpet mats with grey piping.

All the MY12 Convertibles offered for sale come with a high level of standard equipment including alloy wheels, leather trimmed interior, heated front seats, park assist and Bluetooth phone integration along with a host of safety systems including electronic stability programme, six airbags and Saab Active Head Restraints.

On-the-road prices for these last remaining Convertibles start from £22,750 and come in a range of popular colours. With spring still due to arrive any day, now is the perfect time to acquire a new 12 plate 'last of the line' 9-3 Saab Convertible. Interested prospects are encouraged to contact their local Saab Authorised Repairer in order to secure more details and to register their interest early. (See pages 14-15).

STOCK AVAILABILITY IMPROVES

Saab Parts UK welcomes the news that parts production will restart at Saab Automobile's press and body plant in Trollhättan.

Saab Automobile Parts AB recently signed an agreement with the administrators of Saab Automobile AB allowing them the use of Saab's press and body shop plant, including the specialist tooling, for the manufacture and assembly of body parts. A second agreement was also signed to acquire a large number of fully assembled parts and other components.

Lennart Stahl, CEO of Saab Automobile Parts AB, said: "These agreements, together with recently signed new contracts with key suppliers, are part of a comprehensive program to ensure a consistent supply of parts for Saab vehicles, both short and long term."

Saab Parts UK has been successfully trading for almost four months, whilst growing its network of Authorised Repairers and welcoming customers back to the brand.

Alan Cowan, Sales Director at Saab Parts UK, said: "This is great news for Saab customers and our network of Authorised Repairers in the UK.

"Now that the press and bodyshop plant have restarted production and new agreements have been signed with key suppliers, we should see parts availability back to the levels they were at before Saab Automobile stopped production.

"UK customers can continue to be confident that their Saab will be serviced and maintained by a team of highly skilled and qualified technicians who have the product knowledge and technical training to keep their cars in the best condition possible. Only Original Saab parts are fitted and are backed by a two-years manufacturer warranty."

INSURANCE MATTERS

Neil Franklin of SOC Insurance, introduces a new column to give Members an insight into the world of car insurance

I'm really grateful for the opportunity to contribute to this new feature in your Club magazine. The idea came about during an energetic review meeting with your Chairman and Treasurer, despite the fact that we rolled up some two hours late (overturned truck in M25 road works, engines off, you know the drill). In future editions we'll hope to provide some topical stuff and maybe give some perspective on market conditions, as well as what challenges face the industry, our own business and, in turn, all of us as policyholders.

I'm deeply saddened by what looks like the permanent demise of the Saab brand. I've never owned one, but have always had a sneaking admiration for anything slightly left field. A good friend owned a 900S from new and I remember thinking at the time that there was really very little to compare with it. On the flip side, it would seem to me that the Saab Owners' Club has an outstanding opportunity to enhance membership. These are uncertain times for Saab owners, but I would envisage SOC taking every opportunity to emphasise its long experience and network of connections, to bring suppliers and owners together.

Yours is a proper membership Club; old-fashioned in the nicest sense and with the gravitas to become the de facto, independent, authority in the absence of any other centralised mechanism. For our part, we are very glad to have been associated with SOC for over twenty years and will be working with your senior colleagues to do whatever we can to promote the added value benefits of membership.

In terms of our own offering, we have a fantastic opportunity

to develop products that will reflect what Saab owners require. I was quite shocked recently to learn that some members did not even realise that we have always been in the market for classic car insurance, but that's perhaps our fault for not making enough noise. Almost by definition, all Saab models will more quickly become collectible and whilst our industry tends to have its own view as to what constitutes a classic car profile, we are already working with our specialist underwriting partners to develop bespoke, competitive products.

We have reinforced our commitment to share our earnings with SOC for each and every policy sold or renewed, so please remember to call us. We'll be delighted to hear from you.
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Ask our good friends at SOC Car Insurance for a quote on your modern car, your classic, in fact any car in your household between now and the end of August to be in with a chance to win 12 months' free car insurance up to the value of £400. They'll make the draw at the beginning of September and one lucky club member will receive either their premium back if they went ahead with the quote or the offer of free insurance next year if they didn't. Existing SOC Car Insurance clients also qualify for the draw when they renew their policies within that period. There are also 2 runners-up prizes of one year's free SOC UK Breakdown Cover. Members should call 0800 298 4071 for a car insurance quote before 1st September 2012 to be automatically entered into the draw. Full competition rules can be found at www.chrisknott.co.uk/competition.

There'll also be a chance for you to WIN a magnum of Champagne at the Saab National in July. Simply visit the SOC Insurance stand, give them your insurance renewal dates and you could walk away with this sparkling prize.

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THE ROAD TO AERO

All manufacturers have their equivalents – Ford has the legendary RS models, BMW have M, Mercedes has AMG and Saab (since 1992 anyway) have Aero. To Saab enthusiasts, this badge is intrinsically linked to a heady combination of jet-like performance and luxury. It is not, therefore, hard to see the attraction that these models have for Saab enthusiasts!

When I started on my own 'Saab journey' it was very early on (even before I owned my first 9000) that the lure of these highly desirable models had me hooked – in short I had to have one – I really didn't mind if it was a c900, 9000, 9-5 or 9-3, I just had to have an Aero!

When I started to look for my first Saab I really wanted a c900, but ended up with a 9000. This car I ran for two eventful years and then I was offered a c900i Convertible which I bought two years ago – this was to prove a brief flirtation. Four months later the c900 had gone. Don't get me wrong, it was a lovely car to drive, but I really missed the power and luxury of the 9000! So I got another 9000, this time a 1996 2.3CSE LPT Auto – this car was a joy to drive, but as the first 9000 had been a 2.3FPT CSE, it just didn't have the thrill, as

delightful as it was. A chance email conversation with Giles at Abbott Racing revealed that they were about to have a 9000 Aero coming in part-ex – I was, of course, at that point all ears, a 9000 Aero – I had to have it. Initially I feared that this would be beyond my means, but Giles then informed me that he wanted just £750 for it. There must be some kind of catch for it to be so cheap, but Giles was keen to point out that there wasn't and promptly faxed me the all the service receipts they had on record at Abbotts – this totalled 25 pages! This was a car which had been very, very well looked after! The car in question is a 1996 9000 Aero finished in Midnight Blue and Dover Grey interior. In its time in Abbotts highly adept hands, the car had been treated to an ECU upgrade, 3" Abbott stainless exhaust system and Koni



adjusted suspension as well as a whole host of servicing!

A few days later, I met Giles at Abbotts and I took the Aero for a test drive. Needless to say, I agreed to buy it there and then and Giles then agreed to deliver it to my home, in Bury St. Edmunds the following Thursday – what an absolute gent he is! So once home I had time to assess the car and decide how to fettle the car and restore it. The first and largest problem the car had was that the seats were past their best – the driver's seat electrics were shot so it could only be adjusted by using the manual winder from the toolkit (many thanks to David Everett for this!) as the last owner was definitely shorter than me! I managed to source (eventually) a fully working set of Dover grey seats (very rare, I now know) from a guy in Cambridge, via e-Bay for £80. So a trip to John's (Saabski –

Uksaabs) place in Leicester and they were fitted – what a difference that made being able to adjust the seating position and have the heating working – fantastic, cheers John! The bodywork is next, as the bonnet is very badly stone chipped and the passenger front wing has started to corrode around the wheel arch – but when polished and waxed it looks a million dollars – great colour Midnight Blue!

So, in the past year, I have owned my Aero and it has exceeded my expectations – it is the ultimate Saab for me and it is indeed a keeper! What other car can you buy for less than £1000 with that kind of performance, practicality, economy (I average 36mpg) and comfort?

Mark Blewitt
EASOC Branch Treasurer



SAAB 9000 TRACK CAR

In 2010, I bought two Saab 9000s – a 1993 2.3T White one from its first owner in Guernsey, and then a 1998 2.3T Blue car for its leather interior to replace a rather doggy velour interior in the White car. They cost £700 and £500 respectively – and I also acquired a scrap 1993 9000 Carlsson.

After tidying up the White 9000, the 1998 9000 was surplus and nobody wanted it. I was offered £300 by a garage, even with the leather upholstery replaced from the Carlsson scrap car. I decided to keep it and make it into my track day car – my faithful 900 T16 having finally expired from rust.

I therefore had another read of an article in 'Practical Performance Car' (March 2008) written mainly by David Greenwood of Saabflight of Hellingly in Sussex; it was entitled 'How to build a 300bhp Saab 9000 for under £1000'. My wife and I now live in Devon, so I also had a chat with Chris Hamley of Yelverton, near Plymouth. Chris is an agent for MapTun, so we decided to improve the car with a MapTun Stage 2 upgrade. Chris is a great enthusiast for older Saabs and his chief engineer, Mike Hepworth, has considerable expertise – and drives a C900T16.

The upgrade involved having the ECU reprogrammed and an improved air filter fitted. The existing exhaust was a 2½ inch Jetex, which was suitable for the increased output.

Poly suspension and engine bushes from Malbrad and a brake overhaul completed the modifications. The parts cost about £500. I took the 16-inch Aero wheels and tyres from the scrap car and replaced the two most worn Kumho road tyres and fitted them to the front. The Saab looked very smart and with its leather interior, radio, etc – not at all like a track car. I even polished it.

The car was completely transformed. Thanks to the polybushed front suspension, it drove without any wander and with more

precise feel. The power output had been increased to allegedly 250bhp and the third gear overtaking performance was outstanding. When driven sensibly, the fuel consumption remained about 30mpg. The insurance premium increased slightly.

A few days later, I drove from Devon to Sussex to take part in a charity track day at Goodwood circuit. It was a very wet day, but, as I needed to learn to drive this car, a wet circuit with slower speeds suited me very well. I knew several of the other drivers and let a stripped-out BMW M3 overtake me early in one session, then tried to keep up with him – and succeeded; he assured me afterwards that he wasn't trying! More power was possible, but this was enough for me. The standard suspension and brakes were also adequate for my purposes, skills, and ambitions.

If you have a 9000 that would benefit from some engine and suspension improvements, have a look at the websites listed below – and if you would like to have a copy of the PPC article, please send me an email – c.darwin@virgin.net

Chris Darwin

Useful websites:

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NEWBURY SAAB
Faraday Road,
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yes	yes	yes	yes	yes

DISCOUNT TO SOC MEMBERS
30% off labour, 15% off parts

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READING SAAB
Portman Road,
Reading, RG30 1EA.
T: 0118 950 9000
W: readingsaab.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes

DISCOUNT TO SOC MEMBERS
30% off labour, 15% off parts

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CAMBRIDGE SAAB

T: 01223 873 499
W: cambridgesaab.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	no	yes	yes

DISCOUNT TO SOC MEMBERS
Discount negotiable

CAMBRIDGESHIRE

PETERBOROUGH
MARSHALL SAAB
Saab House, Tyrrell Park,
Boongate, Peterborough, PE1 5PT.
T: 08442 437519
W: marshallsaab.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes

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

DERBYSHIRE

DERBY
BEECHWOOD SAAB
8 Siddals Road,
Derby, DE7 6DG.
T: 01332 381 900
W: beechwoodsaab.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes

DISCOUNT TO SOC MEMBERS
Discount negotiable on sales & bodyshop, 15% on servicing & parts

ESSEX

CHIGWELL
NORTH CITY SAAB
177 High Road, Chigwell
Essex, IG7 6NX.
T: 020 8500 4144
W: northcitysaab.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	no

DISCOUNT TO SOC MEMBERS
15% on aftersales (not in conjunction with any other offer)

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

ESSEX

ESSEX
TOOMEY SAAB
Service House, West Mayne,
Basildon, SS15 6RW.
T: 01268 544 055
W: toomeysaab.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	no

DISCOUNT TO SOC MEMBERS
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GLOUCESTER SAAB
76 Kingsholm Road,
Gloucester, GL1 3BD.
T: 01452 522 404
W: gloucestersaab.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	no	yes	yes

DISCOUNT TO SOC MEMBERS
10% on parts & labour

GREATER LONDON

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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
Discount negotiable

GREATER LONDON

NORWOOD GREEN
MONOREP
Poplar Avenue, Norwood Green,
Middlesex, UB2 4PN.
T: 0845 124 5046
W: monorep.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes

DISCOUNT TO SOC MEMBERS
10% on servicing & parts

GREATER LONDON

BARNES
WEST MOTOR COMPANY
4 Castelnau, Barnes,
London, SW13 9RU.
T: 020 8748 8844
W: westmotorcompany.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes

DISCOUNT TO SOC MEMBERS
Saab Service Club discounts available

HAMPSHIRE

SOUTHAMPTON
SOUTHAMPTON SAAB
Second Avenue, Millbrook,
Southampton, SO15 0LP.
T: 023 8078 9363
W: southamptonsaab.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes

DISCOUNT TO SOC MEMBERS
30% off labour, 15% off parts

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

LEICESTERSHIRE

LEICESTER
BOND STREET SAAB
43 Abbey Lane,
Leicester, LE4 5QU.
T: 0116 262 7787
W: bondstreetsaab.com

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	no	yes	yes

DISCOUNT TO SOC MEMBERS
Discount negotiable

LINCOLNSHIRE
GRIMSBY
HUMBERSIDE SAAB
226 Victoria Street,
Grimsby, DN31 1PH.
T: 01472 348 572
W: humbersidesaab.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes

DISCOUNT TO SOC MEMBERS
10% on parts & labour

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

NORTHERN IRELAND
COLERAINE
IVAN WILSON SAAB
277 Dunhill Road,
Coleraine, BT51 3QJ.
T: 028 7034 4045
W: ivanwilson.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	no	yes	yes

DISCOUNT TO SOC MEMBERS
10%

NORTHERN IRELAND
OMAGH
GORMLEYS
95 Dromore Road,
Omagh, BT78 5JH.
T: 02882 243116
W: gormleymotors.com

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	no	yes	yes

DISCOUNT TO SOC MEMBERS
20% on parts & labour

OXFORDSHIRE
OXFORD
OXFORD SAAB
171 Cumnor Hill,
Oxford, OX2 9PL.
T: 01865 863 221
W: oxfordsaab.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes

DISCOUNT TO SOC MEMBERS
Saab Service Club discounts available

SCOTLAND (CENTRAL)
GLASGOW
WESTERN SAAB GLASGOW
100 West Street,
Glasgow, G5 8AW.
T: 0141 429 7222
W: westernsaab.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes

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

SCOTLAND (CENTRAL)
GLASGOW
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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

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

SHROPSHIRE
SHREWSBURY
WESTBURY
Featherbed Lane,
Shrewsbury, SY1 4NU.
T: 01743 441 445
W: westburysaab.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes

DISCOUNT TO SOC MEMBERS
Discount negotiable, 40% off MOT, Servicing from £99 + VAT

SOMERSET
YEOVIL
ASTLEY SAAB
12 Oxford Road, Pen Mill Trading Estate,
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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

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

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	no	yes	no

DISCOUNT TO SOC MEMBERS
10% on parts & labour

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

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes

DISCOUNT TO SOC MEMBERS
10% on parts & labour

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

WEST MIDLANDS
COVENTRY
JOHNSONS CARS
443 Fletchamptstead 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

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

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

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	no	yes	yes

DISCOUNT TO SOC MEMBERS
10% on parts & labour

YORKSHIRE
HARROGATE
NIDD VALE SAAB
Nidd Vale Corner, 91 Leeds Road,
Harrogate, HG2 8EY.
T: 01423 500 005
W: niddvale.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes

DISCOUNT TO SOC MEMBERS
20% on parts, servicing & repair work

YORKSHIRE
LEEDS
ROBERT BOWETT SAAB
Low Road, Hunslet,
Leeds, LS10 1RB.
T: 0113 277 6099
W: robertbowettsaab.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes

DISCOUNT TO SOC MEMBERS
10% on parts & labour

YORKSHIRE
HULL
HUMBERSIDE SAAB
Priory Way,
Hull, HU4 7DY.
T: 01482 351129
W: humbersidesaab.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes

DISCOUNT TO SOC MEMBERS
10% on parts & labour



Rough Road Knocking

My 9-3 Sportswagon has developed an annoying knocking from the suspension over rough roads and I suspect the drop link arms on the front anti-roll bar are the culprits. I removed both front wheels recently with the vehicle on axle stands and had a good look at the suspension, including levering a few things such as wishbones etc, but no play seemed to be apparent. I noticed the lower ball joint on the n/s drop link has perished and as they are around a tenner a piece from Neo Brothers, I will do them first. Apart from that all the bushes seem to be in good condition and the coil springs are intact. The car is five years old and has covered 82,000 miles, so wear is inevitable. Are there any other areas that need a closer look? I've had this problem with other cars in the past, but they never seem to fail an MOT, but the noise becomes tedious after a while and it isn't always easy to pinpoint the source.

I will add this to the list of jobs I am doing over the next few months, including new front tyres, new rear discs and pads and a mid-service oil and filter change.

Kevin Tizzard

It usually is the drop links, it is sometimes difficult to detect play and a small amount will generate considerable noise.

I assume you have checked the front springs, also play often can be found in the steering rack ends which are available as a replacement part.

9-5 Vibrations

There is often a vibrating rattling knocking noise (from under the bonnet somewhere) when manoeuvring slowly, particularly when on a slope, rather than level ground. It can be heard some distance from the car. It is not the power steering(?) cooling loop pipe making the noise because of failed rubber mountings.

Switching the ACC off sometimes stops the noise and it goes when the engine rpm is increased.

The large rubber bush in the torque rod appears to be in poor condition and I intend to replace the torque rod.

I am wondering if an engine mounting is failing and whether there is a simple way of checking them, particularly the two hydraulic ones?

Jeff Dahlke

We don't have many problems with engine mounts on the 9-5, noise could be coming from drive belt tensioner, as it is loaded when steering is on full lock. Only mountings apart from the torque rod that needs attention, often are the rear sub-frame mounting bushes.

These cause a knocking which can be felt as a knock on the footwell when taking up drive or accelerating.

TECHNICAL TIPS

Saab 9-3 Sport Models 03-12

To continue with diagnostics and faults that can occur related to electronic units etc. The UEC is the under-bonnet electrical centre, containing relays and fuses. These are fairly trouble free, but one fault occurred on a 9-3 recently that caused the nsf dip beam to be on whatever position the light switch was set to, the bulb had failed and when a replacement was fitted it was not possible to turn off.

A UEC was fitted from a donor vehicle and the fault was rectified. It is OK to use a used part, as it does not require programming, but needs to be from the correct year and model.

Washers and Wiper System

Common problem is the wipers not parking in the correct position, usually caused by loose nuts on the wiper motor spindle. This can be caused by operating wipers when they

are frozen to the glass, this causes the nuts to loosen and alter the park position.

Another fault is washers inoperative, this can be a blown fuse, faulty washer pump or it can also be the wiper motor.

Audio Systems, 9-3 Models up to 2007

No radio reception is usually caused by the receiver failing, which is mounted above the CD player.

If all the audio system is completely inoperative it is often the amplifier fitted under the passenger seat, this can become damaged due to water that has leaked into the interior due to a blocked bulkhead drain, so it's important to check this drain periodically.

Water ingress from the bulkhead also can damage the ACC control unit and the interior fan.

That's all for now, hope to see you at the National in July.

Goodbye to Saab?

It's early May. I drove my 9-3 the 12 miles home from an evening gig in Maidenhead a fortnight ago. It was hard work. It was only the third time that I had driven it since November and the last two occasions were in March, no more than five miles at a time. I have not driven since then. My wife has done all of the driving since November, but she does not like night driving. By the time that you read this article, my 9-3 will be gone and, after 35 years of ownership, I shall no longer be a Saab driver. Or will I?

Why am I leaving? Well, it's nothing to do with the current situation regarding Saab's future. Whilst I cannot say that anything I read on the Saabs United website gives me any encouragement that the marque has a future, in other circumstances I would not be seeking to change. Perhaps I would be looking for an Automatic 9-3 or even a 2012 model 9-3 from the production line, especially a virtually coach-built one from ANA, were one to exist. With spare parts assured and 88 (and counting) Authorised Repairers, there is no Saab-related reason.

It's all to do with my health. What I thought was a severe back strain brought on by over-energetic gardening in November turned out to be a fractured back caused by underlying bone marrow cancer. Riding around on the badly rutted and pot-holed roads of Berkshire (and elsewhere, no doubt) in a car with a taut set-up is just too uncomfortable now. Even as the drugs do their work, I will retain an inherent back and skeletal weakness for some time. The 9-3, so appropriate in other circumstances, is no longer the right car for me. And that's just as a passenger. It is difficult to drive, hence a need to switch to an automatic for starters. I need something softly sprung.

As for alternative choices, I briefly contemplated a 9-5 but it is far bigger than I need – and it is too big for the garage. I learn, too, from 'Car' Magazine's long-term tester, that the adaptive suspension is not fully sorted. So, it has to be another make. Front-wheel drive is essential, so BMW and Mercedes are out. Audi also, because experience says that their suspension is even harder. (In an area of wannabes, arrivistes, chancers and tyros, these three makes abound. They carry their own image, which isn't mine.) Despite a good experience with a new Astra last summer in France, anything by GM is definitely out of the question. I am not a Ford fan. The new Volvo V40 might have been a contender, but appeared too late. Maybe the Mercedes A-Class could have been a contender.

So, I am going for the one other car that I have always admired and my car of choice when hiring abroad – the VW Golf, in GT form. Highly specified, with the automatic gearbox and adaptive suspension. I have been very impressed with my son's recent acquisition as his company car. It should arrive in early May.

Yet the more that I thought about my leaving Saab, I wondered whether I was actually leaving. Sure, there will not be Saab badging anywhere, but, looking around at the Golf, and most other cars, too, it seems to me that, irrespective of Saab's eventual fate, there is Saab DNA running throughout. Workable front-wheel drive, proper crash protection, engine right-sizing, workable turbo-charging, proper aerodynamics, heated seats, Active Head restraints, proper seat belts – the list goes on. Saab has done so much to influence good practice within the motor industry, doing things against prevailing, short-sighted wisdom amongst lesser manufacturers. And I will carry over my rear bumper protector, too, so there will be something with Saab written on it. One day, I will be able to wind up the suspension on the GT and flick the paddles to bring a more interesting experience back into driving. Whether it will match ReAx remains to be seen. That may be a long time away, however, after long-term treatment to strengthen my back. For a while, it must be soft suspension.

Will I miss the 9-3? How could I not, after seven years? There is a basic integrity about Saab, which I have been used to

throughout the nine cars that I have owned. Despite GM beancounters' best efforts to dumb the 9-3 down, it retained its own character and quality – so much more evident after seven years' use, than when new. But, of course, this was probably the reason for Saab's downfall, as suggested on the 'Top Gear' coverage. There are little things, too, that I will miss. The light switch, with integral height adjustment. The manual windscreen wiper switch. And, with ReAx below me, it was remarkably calm and self-assured when sitting in the back seat – as I occasionally did. A pity that the unique cup holder from the original 9-5 never found a new life in the 9-3 or the replacement 9-5. And a pity that the original 9-5's radio never found its way into the 9-3 either. A poor effort.

So, if you see, around the roads of Berkshire, or anywhere else, a red 12-Reg Golf GT with Vale of Severn plates, plus an SOC Badge and a 'We are Many-We are Saab Sticker', it will be me. It may not say Saab on the car itself, but, inside, there will be a Saab driver.

Finally, thanks to all of the Saab dealers and specialists who, over the years, have looked after my nine different models and who have provided good conversation – Geoff Nattrass, the Woods at Beechdale and Beechwood, Graham Cowland at Trent Saab/TSL, the Coxes in Ipswich and the numerous Ians at Stratstone, Nottingham and Reading Saab, one of whom will take my 9-3.

Barry Neville

Saab birds get angry!

When SOC Member Ann Keelan read about the 'Barmy to Barcelona' rally in Saab 'Driver' two years ago, she saved the article in the hope that she might one day find the time to take part. "It sounded such a laugh", says Ann, from Tavistock, Devon, "and I thought it would be a fun and different way to raise money for charity".

When she mentioned the idea to Judy Pride, a professional fundraiser for Children's Hospice South West, Judy loved the idea. They decided to go for it under the team banner of Angry Birds, the famously addictive gaming phenomenon that has now achieved seven hundred million downloads worldwide and whose fans include David Cameron, Salman Rushdie and F1 driver Heikki Kovalainen.

"We are a team of ladies of a certain age", explains Judy, another long-term fan of all things Saab. "We may not be angry, but you don't want to get in our way when we're on a mission!" Official permission was quickly secured from Rovio Mobile, creators of the Angry Birds app, but what to do about sourcing the necessary 'banger'? Where to find a car that would be fun, safe, comfortable and reliable?

As chance would have it, Ann started a new job in January and found – initially to her chagrin – that she would not be allowed to use her beloved 1999 9-3 for work, even though it was newly re-sprayed and had a mere 244,000 miles on the clock. No cars over seven years old – company policy! Mollified by the prospect of a new Jaguar XF, Ann realised that this also solved the problem of finding a good car for the Barcelona trip.

Currently being decked out with the requisite green pigs, wooden huts and eponymous stropy avians, Ann's trusty two litre LPT Aero will be showing its mettle between 6-9 July tackling a route of 1,500 miles (if they don't get lost), nine countries, one of the highest Alpine passes, the French Riviera, the Costa Brava and finally the great city of Barcelona.

If you fancy owning an Angry Birds Saab (and who wouldn't?) they will be selling it on e-Bay, ending on 22 July or thereabouts, and with all the proceeds going to Children's Hospice South West. If you're not in the market for another Saab, you can still support Ann, Judy and Sheila's fund-raising efforts by donating via www.chsw.org.uk/angrybirds

NOTICEBOARD

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20-22 July – Wicksteed Park

Kettering, Northants – Details on page 24-26

INTSAAB 2013

2-4 AUGUST

Golden Jubilee Celebrations

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

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

CHRISTMAS INDOOR SPARES/ SWAP MEET – 4 NOVEMBER 2012

10.00am-4.00pm at

Grenoside Community Centre (nr. Sheffield)

OPEN TO PRIVATE SELLERS/CAR-BOOTERS AND TRADERS

This is a great chance to buy a few Christmas presents, clear the garage, or just socialise. Grenoside is located just north of Sheffield with easy access via the M1. Even if it's cold outside, you will be warm inside! More details to follow in the next 'Driver'.

Contact: Richard Simpson or Alistair Philpott for more information (details on page 5).

THE SOC CLASSIC TEAM EVENT

9 September 2012

- Fancy a leisurely 120-mile run around the Nottinghamshire countryside in your Classic Saab?
- Would you like to join up with other SOC Members for a great day out?
- We have been invited by The Carlton & District Motor Club to join them for The Sherwood Classic. We will be making a team entry.
- Entry £30 to include the cost of venues and catering.
- Pre-1993 cars only.

Please contact Richard Simpson for more details and an entry form at motorsport@saabclub.co.uk or call him on 0114 288 7612

THE HSCC OULTON PARK GOLD CUP

26-27 August 2012

This year's Oulton Park Gold Cup event on August Bank Holiday weekend is set to be the best yet. The superb programme of racing from classic saloons, sports cars and single seaters, will be complemented by a plethora of period activities and a period-themed venue, following significant investment in the event from circuit owner MotorSport Vision (MSV).

We are inviting clubs to help create a unique atmosphere on the infield of the circuit. We want this to mirror the era represented by the cars on the track, so this year we are restricting vehicles to just those manufactured before 1980. All other vehicles will only be able to enter via our regular East Gate and Knickerbrook entrances.

We very much hope that drivers and passengers will enter into the spirit of the event by dressing in 1960s and 1970s period costume. As an incentive, all those dressed accordingly will benefit from exclusive access to a grid walk before a race on the Sunday and Monday, where you'll be free to roam around the cars, meet the drivers and enjoy live music.

There will also be a track parade on the Sunday morning where you'll have the opportunity to take your vehicle around the Oulton Park circuit before the racing commences. This will be open to all display cars which fit our infield criteria, but only if the driver and passengers are suitably attired!

Anyone bringing a car for display will receive free-of-charge admission and a vehicle pass. Any additional passengers attending will need to purchase tickets, which are available at the following prices:

- £21 per adult on the gate each day (£17 booked in advance)
- £15 per senior on the gate each day (senior tickets are not available in advance)
- Children 12 and under go free
- Camping is available to purchase at £25 per person (£16 in advance).

Gates will open at 7.00am on each day.

JUNE

SATURDAY 9th

Beds, Herts and Bucks Saab
Meeting 1.00pm. TBA. We have received requests to find alternate venues to add a bit of variation, any suggestions? email bedsbuckshertssaab@gmail.com

SUNDAY 10th

Ebor Saab
Newby Show. Contact: Chris Greenwood
brindlegreenwood@gmail.com

WEDNESDAY 13th

Ebor Saab
Meeting 7:30pm for 8:00pm.

SUNDAY 17th

Ebor Saab
Harewood Show. Contact: Karl Moxon
38mox@38mox.karoo.co.uk

WEDNESDAY 27th

East Midlands Saab
Summer Night Out
Contact: Steve Trigg 01332 872302 or Peter Briggs – p.briggsts@ntlworld.com

THURSDAY 28th

South Yorkshire Saab
Natter & Noggin at Club House. 8.00pm.

FRIDAY 29th

Ebor Saab
Evening Fish & Chip Run. Contact: Adam and Marie Mosley 01904 709989 – adam.mosley2@btinternet.com

JULY

THURSDAY 5th

East Anglia Saab
Meeting 7.00pm onwards

SATURDAY 14th

Beds, Herts and Bucks Saab
Meeting 1.00pm. Again we will have to find a different venue as the Green Man will be closed for a private event, so suggestions please, somewhere in the Beds, Herts and Bucks area.
bedsbuckshertssaab@gmail.com

FRIDAY 20th-22nd

THE NATIONAL 2012
Wicksteed Park, Kettering, Northants. See page 26 for more details.

Beds, Herts and Bucks Saab
Suggested picnic or BBQ at the National. What do you all think?
bedsbuckshertssaab@gmail.com

SATURDAY 21st

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

SATURDAY 21st

Ebor Saab
Visit to National.
Contact: Stuart Ashton/Karl Moxon
38mox@38mox.karoo.co.uk

WEDNESDAY 25th

East Midlands Saab
Summer Night Out.
Contact: Steve Trigg 01332 872302 or Peter Briggs – p.briggsts@ntlworld.com

SUNDAY 29th

Ebor Saab
Ripon Old Cars
Contact: Chris Greenwood
Greenwoodbrindlegreenwood@gmail.com

TBA

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

AUGUST

THURSDAY 2nd

East Anglia Saab
Meeting 7.00pm onwards.

FRIDAY 3rd-5th

International Meeting Spa, Belgium –
www.intsaab2012.com

WEDNESDAY 8th

Ebor Saab
Meeting 7:30pm for 8:00pm.
Sunday 19th

REGIONAL GROUP MEETINGS

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

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

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

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

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

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

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

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

South West Saab hold their Club meeting every first Wednesday of the month at The Quicksilver Mail Pub, Hendford Hill, Yeovil, Somerset, BA20 2RG. Contact: therankins565@btinternet.com Tel: 07963 066384 robin@southwestsaab.co.uk Tel: 07515 112120

South Yorkshire Saab contact: saabinn@virginmedia.com

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

Steve wants your dates!

The Rolling Diary is proving hugely popular with Members, so please do support any activities in your area. Please e-mail any events to Steve Trigg at: stevetrigg@btinternet.com 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 August/September/October 2012 issue is 27 July 2012. PLEASE QUOTE YOUR MEMBERSHIP NUMBER ON ALL CORRESPONDENCE
PLEASE SEND STEVE YOUR DATES AS SOON AS POSSIBLE!

SUNDAY 19th

Ebor Saab
Full day run – Treasure Hunt
Contact: Chris Greenwood
Greenwoodbrindlegreenwood@gmail.com

SATURDAY 25th

South Yorkshire Saab
Pats Barby at Wadworth 3.00pm.

SUNDAY 26th-27th

HSCC Oulton Park Gold Cup
Programme of racing.
More details in the next issue.

WEDNESDAY 29th

East Midlands Saab
Pint and Chat, 8.00pm. Contact: Peter Briggs – p.briggsts@ntlworld.com

SEPTEMBER

THURSDAY 6th

East Anglia Saab
Meeting 7.00pm onwards.

SUNDAY 9th

SOC Classic Team Event
See page 18 for details.

SATURDAY 22nd

Ebor Saab
Full Day Run – venue/route TBA.
Contact: Adam and Marie Mosley 01904-709989 – adam.mosley2@btinternet.com

WEDNESDAY 26th

East Midlands Saab
Pint and Chat, 8.00pm.
Contact: Peter Briggs – p.briggsts@ntlworld.com

South Yorkshire Saab

Party at Club House 8.00pm.
Contact: saabinn@virginmedia.com

TBA

Ebor Saab
BBQ @ Elvington.
Contact: Geoff and Pauline Hart 01904 608436 – ronaldghart@hotmail.com

OCTOBER

THURSDAY 4th

East Anglia Saab
Meeting 7.00pm onwards.

WEDNESDAY 10th

Ebor Saab
Meeting – Saab Race Night 7:30pm for 8:00pm. Contact: Stuart Ashton 01423 883749 – stuart.ashton900@btinternet.com

SUNDAY 14th

Ebor Saab
Full Day Run – Kilburn/Ampleforth area.
Contact: Eric and Kathryn Walker 01845-523245 – erickath@supanet.com

SATURDAY 21st

ANNUAL GENERAL MEETING
Details in the next issue of 'Driver'.

WEDNESDAY 31st

East Midlands Saab
Pint and Chat, 8.00pm.
Contact: Peter Briggs – p.briggsts@ntlworld.com

South Yorkshire Saab

Film Show at Club House 8.00pm.
Party at Club House 8.00pm.
Contact: saabinn@virginmedia.com

NOVEMBER

THURSDAY 1st

East Anglia Saab
Meeting 7.00pm.

SUNDAY 4th

Christmas Indoor Spares/Swap Meet
See page 18 for details.

WEDNESDAY 14th

Ebor Saab
Extra Branch Meeting – Outside Speaker (possibly York Police – road safety film etc) – 7:30pm for 8:00pm. Contact: Karl Moxon 38mox@38mox.karoo.co.uk

WEDNESDAY 28th

East Midlands Saab
Pint and Chat, 8.00pm. Contact: Peter Briggs – p.briggsts@ntlworld.com

South Yorkshire Saab

Natter & Noggin Club House 8.00pm.
Contact: saabinn@virginmedia.com

DECEMBER

THURSDAY 6th

East Anglia Saab
Meeting 7.00pm onwards.

WEDNESDAY 12th

Ebor Saab
Meeting ideas for 2013 – 7:30pm for 8:00pm. Contact: Karl Moxon.

South Yorkshire Saab

Christmas Buffet at Club House 8.00pm. Contact: saabinn@virginmedia.com

JANUARY 2013

SUNDAY 20th

Ebor Saab
Pre-season lunch: Chinese in Harrogate. Contact: Stuart Ashton 01423-883749 – stuart.ashton900@btinternet.com

WEDNESDAY 30th

South Yorkshire Saab AGM
Contact: saabinn@virginmedia.com

All correspondence to:
Ellie Wilson
43 Towbury Close, Oakenshaw South, Redditch,
Worcestershire, B98 7YZ
Tel: 01527 403596,
E-mail: branches@saabclub.co.uk

Regional Group Contacts

THIS LIST REPLACES ALL OTHERS

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01482 847120

LANCASHIRE SAAB

Steve Alty
2A Queensway
Ashton-on-Ribble
Preston PR2 1SN
Tel: 01772 769015
www.lancashiresaabownersclub.co.uk

NORTH WEST SAAB

Richard Elliott
The Quorls
9 Wheatcroft
Hadfield
Glossop, SK13 2EN
Tel: 01457 852 944
www.saab-nw.co.uk

SOUTH WEST SAAB

Alex or Robin
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Yeovil, Somerset
therankins565@btinternet.com
Tel: 07963 066384
robin@southwestsaab.co.uk
Tel: 07515 112120

SOUTH YORKSHIRE SAAB

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Barugh Green
Barnsley
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S75 1NS
Tel: 01226 385 139

WEST MIDS & WARWICKSHIRE SAAB

Rich Bone
160 Ardath Road
Birmingham, B38 9PE
E: wmwsoc@yahoo.co.uk
www.wmwsoc.co.uk



Hello and welcome to this early summer edition of the magazine. We are now in full swing with events around the country, and I am pleased to report many of our local groups have been really busy attending or organising events. Don't forget you are welcome to attend any of these events whether they are in your area or not, I can assure you, a warm welcome awaits you... so do please pop along and say hello.

I will start off this section with a really strange tale, going back to late last year, in fact. It was November at the NEC Classic Car Show, just as the final hours were closing in, a gentleman, Bob Loader from the Midlands, came on to the stand to primarily see how Saab and the SOC in general was doing. After not much talking he was soon a new Member of the Club (welcome aboard!). The conversation continued, Bob wondering where he could get a good shell for a 96. I then asked the question: "Why buy a shell when you could just go and buy a complete car?" "Well do you know where a good one is", Bob enquired, "...reluctantly I said "yes, I have a lovely 96 in Red, that is looking for a good home purely due to lack of use". We agreed to meet some time in the future for a viewing. Bob came to my house to see the car, that's when I pointed out I don't keep the car here, it's 30 miles away in Birmingham, but still undaunted Bob and his daughter decided the least they could do was have a look. Anyway, halfway through the journey, I dropped another bombshell, 'I just have to stop off at my local Saab garage to borrow a battery and some jump leads'. I could see worried faces in the car, wondering what the hell they had let themselves in for.

We eventually arrived at the destination and the little 96 was all covered up, to keep the dust off. I popped the bonnet, connected the jump leads and she would not start, but Bob having a good eye for a good car surprised me and said, "I will have it, get a full MOT on it and I will have it!" I immediately went and bought a brand new battery and a fresh MOT with no advisories, and a couple of weeks later, Bob collected the car. I really was sad to see her leave and hope that my sadness in losing such a fantastic car has brought Bob Loader and family a happy reunion with Saab.



**Saab 99 Turbo, 2.0 litre 1980
4-speed injection**

Next up, while driving through Birmingham, as I do on many occasions, I have seen a Black 99 Turbo parked outside a motor factor. I assumed the owner of the car must run the business and thought to myself, one day I will

stop and get to know the owner. Well, that day happened and I asked the 99T owner, Clint to pen me a few words and also send me a few photos for inclusion in the magazine.

"I am the third owner. I bought it in 2007 from the Kent area, with a seized engine and many failed parts, basically in a terrible condition. The mechanical side of the car has been worked on by West Midlands Saab Specialists up until 2011. This included rebuilding the 4-speed gearbox, locating a refurbished engine block, along with a new jackshaft, new water pump and refurbished pistons and a brand new Garrett turbo fitted, with a refurbished waste-gate actuator. All mechanical aspects of the car have now been updated, repaired and in excellent working order.

"A lot of time has been spent locating some parts, which was done during the past four years. This included finding a twin headlight set along with the grille from the US, back spoiler and, of course, the rare red leather interior. Combining all these aspects has given the car a classic, strong and neat look.

"All-in-all, the car is in near mint condition, as the body is still strong and is not showing much sign of age or rust. Drives and handles like a beauty! Plans for the future are to give it a full re-spray and make it look even better.

"There's nothing like a 99 Turbo boost!"

Thanks Clint, I think since the exposure on 'Top Gear' about Saab cars and the massive amount of interest shown in our very own Chris Foxley's 99, the 99T seems to have gone from strength to strength and to be fair, the result of the show has actually highlighted the Saab brand to a lot of non-believers. Its followers are still strong, in fact, on the subject of keeping the faith, I was in an email conversation with one our active Members, Richard Cracknel. I asked him during part of the conversation is he still keeping the faith, his response was:

"Hi Ellie... still keeping the faith, still got the 9-5 v6 petrol, also purchased a 9-3SS, just been tuned to 250bhp, still got 9-3 vet and 900 vert, I think I must be mad."

No Richard, you are not mad – looking forward to seeing you at an event sometime this year.



South West Treasure Hunt

Talking of events, the ever busy South West Saab Group sends a few words from the day. This year's Treasure Hunt started at The Quick Silver pub, at the top of Hendford Hill, Yeovil. Everybody started to gather at 10.00am, for a 10.30am start. All the cars were enroute by 10.50am. The sun shone all day, but boy was it cold at the finish. Clive and Andrea organised the Treasure Hunt this time around, here are a few words from Clive.

"To all those who took part in our Treasure Hunt today, thank you for your support, we hope you enjoyed it as much as we did setting it up. Here are the results:

1st	Robin, Kerry and Azabeth	83 pts
2nd	Alex, Isabel and Alex	81 pts
3rd	Mark and Carol	75 pts
4th	Barry and Marion	74 pts
5th	Richard, Debbie and Jade	71 pts
6th	Simon, Karen and Rosie	69 pts
7th	Barry and Graham	68 pts
8th	Keith and Angie	66 pts
9th	Andy and Lynne	62 pts
9th	Ken and Mabel	62 pts
9th	The Johnson Car	62 pts
12th	Marilyn's Car	50 pts

"Retired, Anne and David – Anne not feeling too well. The



AROUND THE UK



only person who got the maximum score of 89 points was me – because I set it up – probably for the one and only time in my life, I had the final say!

"Remember, it is not what I thought I saw, nor what you thought you saw, but what I thought that you thought you saw, that matters – happy Saabing!"

Next year, Alex and Isabel want to have a go at organising this yearly event.

Well done to all who took part and a great job done by the organisers. Incidentally, the lady holding the Easter egg came a very respectable last in the Treasure Hunt. Don't worry though, I know how you feel... I always lose as well, but at least you are smiling... come to think of it, so was I, when I lost? The South West Saab Group has not finished with 'What's On' yet, though the GWS guys were offered a place at this year's Bristol and West Show, organised by Footman James. They kindly handed the space over to the South West Saab Group to provide cars and support at the stand for the weekend, which they did in fine style, you can read more about this later in this issue.

South Yorkshire Saab Day Out

South Yorkshire Group visited Newark Air Museum on Saturday, 28 April, which turned out to be their 'Tribute to the V Force' event. This was attended by nearly 400 ex-members of the RAF's Nuclear Strike Force of the 1950s and 1960s, so it was much busier than we had anticipated, when we made the decision to go there back in January. Sue Long commented:

"It rained all morning and was freezing all afternoon, not the weather we'd hoped for (the picnic was eaten indoors!), but much better than the following day, when most of Britain had non-stop heavy rain and flooding, so it could have been worse. Despite the conditions, we thoroughly enjoyed ourselves.

"The Museum has a lot of varied exhibits including a Draken, a Viggen and a Safir. They also have a static Vulcan bomber. The highlight of the day was when XH558, the only airworthy Vulcan based in our area at Robin Hood Airport (ex-RAF Finningley), did three flypasts over us. I would like to think it was saluting Saab and the SOC, but I think it was really there for the veterans.

"We had a very good visit, I took my Vulcan Bear, bought during the fund-raising period for XH558. Keith took his brother Victor and we were all valiant battling against the unseasonable weather – South Yorkshire's own 'Tribute to the V Force!'"

Thanks for sending that in, I know that weekend all too well, the weather really was terrible, but in true Saab Owners' style that was not going to stop you guys, anyway I am pleased you all had a great time.

Did you Know – 10 interesting facts

1. Saab's real-life safety philosophy is also demonstrated by the development of the unique 'pendulum' B-pillar design on the Saab 9-3 and 9-5, found to be effective in helping to deflect side impact forces away from the passenger compartment.
2. In 1997 with the introduction of Saab Active Head Restraints (SAHR) on the 9-5 model, Saab led the auto industry in developing a system to help provide protection against whiplash neck injury, in rear-end impacts. A Saab study published in the US Journal of Trauma in 2003 found a remarkable 75% reduction in severe neck injuries when comparing the accident performance of Saab cars fitted with SAHR against older Saab models not equipped with the system.
3. The first hybrid vehicle entirely free of fossil fuel emissions was already here, the Saab BioPower Hybrid Concept, based on a 9-3 Convertible and premiered at the 2006 Stockholm Motor Show, combines electric power generation with a turbo engine using 100% pure ethanol fuel. It was also the world's first hybrid soft-top model.
4. Saab has already developed a flex-fuel engine that can run on pure E100 fuel – completely eliminating fossil-based CO₂ exhaust emissions. The technology is showcased in the 400bhp, twin-turbo engine of the award-winning 2006 Aero X Concept Car.
5. Saab calculates that a Saab 9-5 BioPower driver averaging 15,000kms (9,300 miles) a year on E85 fuel (85% ethanol/15% gasoline) will consume 1,060 litres (233 gals) less gasoline, thereby significantly reducing fossil-based CO₂ emissions.
6. Billionaire businessman Sir Richard Branson used to drive a Saab 9-5 BioPower to demonstrate his commitment to greener motoring. Branson's Virgin Group was going to invest £1.6 billion over the next 10 years in the research and development of biofuels, including bioethanol, for transport. (Note this was back in 2009.)
7. Innovative Saab concepts that did not make production include, a thermo-accumulator, designed to store engine heat for a quick warm-up during cold starts, and an exhaust

gas storage bag, intended to briefly collect and then recycle exhaust emissions when the car's catalyst gets up to working temperature. Installation and packaging issues prevented development for commercial production.

8. More than four million Saab cars have been produced since commercial production began in December 1949. The four millionth car, a 9-3 SportCombi rolled off the production line in June 2005 and is now on display at the Saab Museum. The millionth car – a Saab 99 Combi Coupé – was built in January 1976, the two millionth – a Saab 9000 Turbo in March 1987 and the three millionth – a Saab 9-5 Sedan – in October 1997.
9. In the United States, a 1989 Saab Turbo has clocked up more than 1 million miles (1.61m kms), equivalent to 40 trips round the world. Owner Peter Gilbert plans retiring the car to a local Wisconsin auto museum.
10. Saab entered its Diamond Jubilee year with global and European sales running at record levels. In 2006, over

130,000 cars were sold around the world, including more than 80,000 in Europe. Innovative concepts such as the Saab Aero X and Saab BioPower Hybrid point to what was and hopefully may still lead to an exciting future/rebirth of Saab.

All these innovations above were pioneered by Saab, just watch out for when you see them on other cars – you will know Saab was there first. I really hope very soon we get the outcome we all want and the Saab car starts rolling off the production lines again.

Well I am coming to the end of my input for this edition – I will, of course, report on the events around the UK in the next issue. Incidentally, we are still looking for Members who are prepared to give a couple of hours' help for this year's National at Wicksteed park – if you can help out for a couple of hours (Friday, Saturday or Sunday) please let us know.

Keep the faith... keep Saabing.

Ellie

The Footman James Bristol Classic Car Show **THE SAAB SHOW MUST GO ON!**

I am typing this shortly after a fantastic weekend, showing and talking about our beloved Saab cars. As a local Group we were given the chance by GreatWesternSaabs to use their stand to put on a display of cars at this very prestigious show. Our Members were very keen to attend and spruced up their cars, ready for the public to see and enjoy. We had six cars, four c900s, one 96 souvenir and a 99L. The cars looked superb and the stand was very well decorated by the owners and helpers during set-up day on the Friday. The show is a two-day event and is held inside four display halls, so if it rains it you can at least be warm and dry while looking at the cars.

The Saab stand was very busy on both days with many people complimenting us on the standard of our cars and asking many questions regarding Saab ownership.

I feel it is very important, (especially the way things are at the moment regarding the future of Saab and the need to grow the membership of our Club) that local Groups attend as many organised car shows as they can throughout show season, as we gained several new Members throughout the weekend. We found a great deal more were interested in the brand that may lead to future ownership and SOC membership.

The best part of the weekend for me though was the friendship and camaraderie on the stand, and the buzz that I got from showing and talking about Saabs!

Alex Rankin



You will have seen the details of this event and information about Wicksteed in the two previous 'Drivers'.

It is also on our website at www.saabclub.co.uk/index.php/the-national-weekend.html – if you would like to refer to it again. You can also get more details of Wicksteed at www.wicksteedpark.co.uk

In addition to the booking form on page 26, you will also find the detailed programme, with two full days of activities, in addition to what Wicksteed has to offer.

You will see that there is a whole range of Saab related activities to keep us all entertained.

This year we have also added a Technical and Performance Question and Answer session which will be run by some of the best in the business, so please support them by going along with your questions and queries.

You will also see that there are two options for the evening meals. We have arranged with Wicksteed to have the small Bistro open later than normal, which serves very reasonably priced food and drink. We have tried it a few times and it has always been good. Alternatively, a BBQ will be fired-up for all to use if you feel that you would rather cook your own and enjoy the fresh air or, of course, you are welcome to use your own.

Please note that Wicksteed has informed us that caravaners and campers must arrive before 9.00pm. We have negotiated an extension for our event as it usually 8.00pm. After that time the gatehouse will be closed and you will not be able to enter. We will, however, provide you with a mobile phone number with your pass in case of any emergencies.

If you would like to extend your stay you can book direct with Wicksteed on 01536 512475 quoting the Saab Owners Club.

Day visitors on Saturday and Sunday are welcome into the park at any time after 9.00am and we will open our reception from 10.00am. Those who have pre-booked will be sent passes and identification. **Those arriving on the day can pay the event fee at our reception after paying the Wicksteed Park entry cost at their gatehouse.**

Finally, I am delighted to add that Erik Carlsson has accepted our invitation to join us on the Sunday to help us with the Best Car competition and prize giving. He says that he is looking forward to seeing you all.

We look forward to receiving your booking form as soon as possible, but please **NO LATER THAN 28 JUNE.**

If you have any queries, please do not hesitate to get in touch with us.

We look forward to seeing you all.

Mike Philpott



WICKSTEED
Park

THE NATIONAL
2012 20-22 July
Wicksteed Park, Kettering, Northants

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

The Arena

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

The Fairground

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

The Free Playground

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

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

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The Lakeside

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

PROGRAMME

Friday, 20 July

14:00 onwards Campers arrival, welcome and registration.

Enjoying the attractions of Wicksteed.

20:00 Last orders for meals In Bistro.

20:00 Boules.

22:00 Bar closes.

Saturday, 21 July

10:00 onwards Arrival, Welcome and Registration.

Enjoying the attractions of Wicksteed.

11:00 onwards Club Shop, Trade stalls & Car Boot sales.

Competition Cars display.

11:00 to 16:00 Auto Gymkhana.

15:00 to 17:00 Technical & Performance Q&A Workshop.

18:30 BBQ. The Club will provide a large charcoal fire on which you can cook your own food, or feel free to fire up your own.

20:00 Last orders for meals In Bistro.

22:00 Bar closes.

Sunday, 22 July

10:00 onwards Arrival, Welcome & Registration.

Enjoying the attractions of Wicksteed.

Line-up of cars for photos & best car competition.

11:00 onwards Club Shop, Trade stalls & Car Boot sales.

Competition Cars display.

11:00 to 13:00 Best car voting.

14:30 Awards Presentation.

Raffle Draw.

Please note: booking deadline is 28 June.

All campers and traders must pre-book – you will not be able to get in on the day.

NATIONAL 2012 BOOKING FORM



20-22 July
Wicksteed Park, Kettering, Northants

Name _____

Membership Number _____

Vehicle Make & Model _____

Registration Number _____

Address _____

Postcode _____

Telephone _____

E-mail _____

Trader (please tick)

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

Photocopies are accepted.

Booking form can be found online at saabclub.co.uk

GRAND TOTAL

NOTES

The campsite has a new shower and toilet block and showers, etc are included in the cost. Sorry but there are no electric hook-ups.

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

Children under 16 are free.

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

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

Pre-paid bookings will have a numbered pass emailed or posted so there will be no need to pay at the gate. It will also ensure that a souvenir plaque is reserved for you. Those that pay on the day will need to pay for the Wicksteed Park pass at the gate and the event fee as you enter the SOC rally field.

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

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

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

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

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

**Margaret Halstead
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Cumbria, CA22 2TP**

Please note: Booking deadline is 28 June. All campers and traders must pre-book – you will not be able to get in on the day.

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Wicksteed Park,
Kettering,
Northants



THE SOC ON *TopGear* part two

Following the successful first day filming at Dunsfold, there was merely time to take a breath before we started planning day two.

This was to be at a different location somewhere in Cotswolds, the exact location being kept quite close to the chests of the 'Top Gear' team until a couple of days before. Fair enough.

Being a little further on in the project since the last filming, the list of cars was much more defined this time. However, an extra challenge was presented to us in that the cars needed to be as local as possible with owners who were prepared to bring them and hang about on a freezing Cotswold hill for 12 hours. I was also informed that other than severe snow or blizzard conditions, 'the show would go on!' Well, I do like a challenge! The date was set for 13 January. Yes, it was a Friday!

Again, the requirements for each model was quite specific, and I set about finding these brave people who enjoy hanging about in sub-zero temperatures. My initial thoughts was one of a bit of a daunting task but, as we saw in the film, we soon found a number of victims (sorry Members) who appeared to enjoy the pain and discomfort of such wintery conditions. So the final line-up was:

- My new 9-5
- Chris Foxley's 99 Turbo – the Star of the Show
- Mark Edgar's 9000 Aero
- Ellie Wilson's 9-3 TTID
- My Sonett III
- The Lancia Thelma was not ours! A NG 900 was borrowed by 'Top Gear' from a garage, but it broke down on the way there!

There was much to say about the day, all of which I cannot fit in here so I will focus on some highlights.

Chris came down the night before and stayed with us. My neighbours always thought I was somewhat eccentric but now they know I am after seeing us washing the 99 at 11.00pm in freezing conditions. Luckily, I had thrown the Sonett on the trailer earlier in the day.

I don't remember what time we went to bed or when we got up, but at 4:30am the next morning our little convoy of my 9-5 pulling the Sonett on the trailer and Chris bringing up the rear set off to Chipping Norton. It was a mere -8°C. My 9-5 was shod with her winter tyres but the trailer wasn't so a certain amount of caution was required!

Arriving at the location on a farm up in the hills at around 5:30am, we soon met up with Ellie and Mark and got the cars into place for rigging.

First to go were the 9000 and 99. By daylight, the still photography was well under way and it was great to move around between the various backdrops that they used only if to keep warm. It was around -6°C then. Ellie managed to find a comfy straw bail and chill out there for a while simply admiring his own 9-3 and mumbling something about sexy rear ends!

The first problem of the day was that they could not get the Sonett dry. As soon as it was leathered off it just ran with condensation again within a few minutes. I think it was due mainly to being on the trailer and not warmed up. Anyway, we managed it in the end for the two-second shot that it got in the film.

Next on the agenda was the filming of the Star of the Show, Chris's 99. Firstly, driven by a professional driver, and then Jeremy with James riding shotgun.



I am sure that Chris will not mind me saying that he was a tad anxious about letting them loose in his precious 99. So would I be.

This sets the scene for the next part of the tale when the Producer comes strolling up the field with a speaker in his hand. As you can imagine, Chris went extremely pale whilst the rest of us did not help the situation at all by asking questions like 'is that all that is left of the 99 then?' And comments like 'well I am sure that they will pay to have it mounted on a nice piece of wood as a little reminder of the days that you used to own a 99 Turbo'. For some reason Chris was not laughing at all! He normally has a good sense of humour!

Anyway, it seems that a frantic call came through on the radio from Jezza saying that there was something in the car attacking his feet. The under dash speaker had popped out and was hanging by its wires. As this explanation was followed by lots of assurances that the rest of the car was indeed not upside in a field or at the bottom of a lake we all relaxed once more.

Mark's 9000 was next up, driven by Captain Slow, so none of us had any worries this time. He also remarked as he got into it, 'this is a really nice car'.

Later in the day the 99 and 9000 were stripped out and the 9-5 and 9-3 rigged up. As you can see in the photo, spaghetti junction looks simple compared to this! Jezza set off in the 9-3 and, as we saw in the film, was quite taken by it, especially the sat nav.

In between the on-road filming, a few other short clips were taken, some of which featured in the film and some not.

Last on the list was my 9-5 driven by Captain Slow with Jeremy at his side. Following some last minute rehearsal of the script, they set off with my pride and joy. Again, we can see in the film that they liked the car, and indeed commented on it afterwards as we were chatting, so I was pleased about that.

What I wasn't so pleased about was what came next. After the 9-5 had been gone some time one of the crew came to ask for the 99 again. It seems that they wanted to 'do some filming down by the lake'. After what seemed like an age, I was chatting

to one of the crew casually enquiring why my car had been gone so long. Again he mentioned the lake, but also a crane. "A crane?" I cried. "What the *!?!* are they doing with a crane?" I asked. Lifting your car over the lake, of course, came the answer. Funny thing, I seemed to develop a similar lack of sense of humour that Chris did earlier in the day! Eventually the 9-5 arrived back. It wasn't at all wet! I soon realised that they all had great fun in pulling my leg. I guess you could say we had developed a good relationship with the crew by then.

By around 5.00pm the filming was complete and the 'Top Gear' Team seemed very pleased with the results. The cars were all still in one piece so the SOC Team were ever more happy!

Whilst they were packing up all the gear we were having a good chat with James. He talked about how he and Jeremy genuinely like Saabs, mainly because they were a little different from all the other stuff out there. Anyway, the conversation soon moved away from cars and onto beer which was much more interesting.

Once more it was fascinating to see the 'Top Gear' film crew and presenters in action. It was equally impressive to see how much they get done in one day by totally focussing on the job and keeping to their meticulous plan. I am sure that Ellie will tell us that all of the BBC works like this!

The day was completed by getting the Sonett back on the trailer, the crew and presenters thanking us once more and heading back home for a nice warm-up. I now know why, the 'Top Gear' crew all look so young, because they are! I certainly couldn't keep that pace up every day at my age.

In part three, we will include a short story about the studio filming, that Chris and I participated in.

As we cannot include too many photos here please have a look at the Club website where we have loaded up a lot more.

Many thanks to the guys for turning out in the freezing cold and letting 'Top Gear' loose with the cars. You have all done a great job for the Club and the Saab community.

Mike Philpott



After a few conversations with various Club officials, somehow I apparently volunteered to take on the job of Registrar for the Sonett range, so I thought I had better introduce myself. My name is Nick Walker, I live about 20 miles south of Aberdeen, and have owned Saabs since 1989, when I swapped an old Rover 3500 V8 SD1 for a three-door 1978 99 Turbo. Despite it being the rustiest and one of the most unreliable cars I have owned, it obviously left its mark. Over the years I have owned most models of Saab, and currently own a 92b, a 96 V4, an early two-door 99 fitted with a T16 motor, several classic 900s, several 9000s and my daily runner is now a 9-3 TiD Sportwagon. I also own, and I guess the reason I am now the Sonett Registrar, a 1967 Sonett Two-Stroke, a car well known to the Club as it used to be owned (and raced) by Dave Barrow.

The car is now retired from competitions, although I may be tempted to do an occasional hill climb or sprint event in the future. At present, the car has just passed another MOT without any issues (a credit to the care and preparation done by Dave) and is used for weekend outings where the nimbleness and handling really make the car a pleasure to drive around the country lanes of North East Scotland. Unfortunately, I do not have any decent photographs of the car, but it is a good excuse to take it out in the near future and get a few for a future edition of the magazine.

My car collection (is it obvious that I am single?) also includes a couple of pre-war Rolls-Royce (a Limousine and a Sports Saloon), a Morris Cowley Speedster that I use for production car trials, a Rover P5b, a Rover P6b and my pride and joy, an AC Cobra 427. I justify them as being my pension fund (it is certainly a lot more fun than looking at numbers on a bank statement!). I have a few other older

project cars that I may or may not get around to doing, mostly left over from the Classic Car Restoration business I owned for 13 years until it was sold late last year.

Currently I work as an Offshore Company Representative for a major oil company based in Norway, de-commissioning old oil platforms and installing new ones. This does mean that I can be away from home for extended periods of time, which means if you write to me there may be a delay in getting a response, but I will reply as soon as I return home. It also means that I am not usually in phone contact when away, so the best method of contacting me, especially if it is urgent, is via email as I almost always have Internet access, if a little slow. As I said, good old-fashioned mail will always get a response, but it may be delayed a little.

Right, that is more than enough about me and my cars, on to the Sonetts. Due to an unfortunate set of circumstances, all the previously records held by the previous Sonett Registrar were lost. Whilst we do have a few details of a few Sonetts owned by Club Members as given on membership application forms, etc, basically I shall be starting again. As a result, I would like to ask all Members who own a Sonett of any description and in any condition to forward me details of their cars so that the Club can have an up-to-date list of these rare and interesting cars. Of course, as a bonus, hopefully it will provide me with some interesting articles for this page in the months to come, and a chance to get your car in print!

Well, that is it for this edition, hopefully it has not been too hard to read, as an author I am not, and I look forward to receiving details of some rarely seen cars which I can share in the future.

Nick



A few months ago I received a phone call from a lady in Nottingham enquiring how to re-register an old Saab 96 Two-Stroke. She had been given my phone number by the DVLA as I am the Club's signatory for the DVLA's V765 Scheme.

Having inherited some farm buildings and their contents, including two Saabs and a few other vehicles, the lady wanted to know how she could re-register one of the Saabs with the intention of selling said vehicle. Explaining some of the problems involved in re-registering old cars and the potential cost of restoration she agreed to my suggestion to have the car inspected by a Club Member with a view to value and whether a restoration was viable.

Having been stored for the past 42 years in a dry, but dusty chicken shed, the car, a 1964 model, was covered in thick dust. Upon inspection it appeared to be sound, but showing signs of surface rust. The interior was in good condition and complete.

The car had covered about 80,000 miles when the engine seized and a 1966 longnose, with severe rear-end damage, was purchased for the engine. The owner then discovered the differences between the 1964 engine and the later 1966 one – and that was when this project faltered and has remained so for the last 42 years.

The current owner has decided to send all the vehicles to auction. At the time of writing this article (30 April) the date and location of the auction are unknown.

There are two or three restorations nearing completion now so hopefully some news will be available for the next 'Driver'.

Any Members with Two-Strokes who are taking part in summer events please take some photos of the car and send them to me with a short report so that we can all share your day out.

Safe Two-Stroke Saabing!

Peter



V4 REGISTER

28/36 DCD jets and spares

Ian Studley has asked about jets and their sources:

"I have a Weber 28/36 carb on my old 1700cc 95v4. I would like to fit a newer, little used (but just as old!) Weber 28/36. It will, no doubt, need to be re-jetted. Any ideas as to the jet sizes and where can I get them?"

I'll ask people for guidance on what jet sizes work best with a 1700. It will probably help to know if it's a low compression engine (like the US 1700s) or a high compression engine (like the Taunus 17M), and assuming you are using a 4-stud inlet manifold and a decent exhaust to allow it to breathe properly?

It's a long time since I have looked into parts for Webers, but there are usually loads of suppliers who advertise in the classic car press who can supply jets for old carbs. The last place I dealt with (some years back) was Southern Carburettors, but I believe they are still trading under a different name. I'm sure you could find them via Google.

Ian also asks: "Has anybody ever sat down and compiled a list of suppliers for V4 spares?"

The short answer is 'not to my knowledge'. If someone would like to volunteer, though, please let me know! To be honest, most service parts you will need can be sourced online or via Malbrad or the likes of Burton, although I have heard a few less than good reports about Burton's actual work on Saab V4s recently.

Amazing 500,000 mile 96

Yes, you have read that correctly – Alastair and David Lawson have been in touch to share this photo of their incredible 96 that I have featured many times before, and which has now completed its fifth time around the clock. To reward it for its work, they marked the occasion by treating it to a nut and bolt respray last summer. I'm sure you will all agree that the car looks fantastic; I hope you are both very proud!

HNY 404K relocates to France

Dave Drake has been in touch about his Verona Green 96:

"I last wrote to you a couple of years ago regarding this car when feeling dispirited and thinking of selling for a silly (optimistic) price. Good sense prevailed, no one wanted to buy (as you had predicted) and I kept it. It failed its MOT on rust at the ends of the main box sections, welders wanted silly money to look at it and so it went onto a SORN some time ago. To stop it rusting to death in the front garden, earlier this year I got it transported to our holiday home in France where it now resides in one of our barns in the dry and with a solar charger to keep up the battery.

"No sooner had it got there than the clutch hydraulics failed, so I'm now looking for a source of the seal kits so I can overhaul the master and slave cylinders. They were once available from AP Ltd, but my local factors can no longer obtain them. Any advice you can offer would be much appreciated. I have part no references as Slave SP2222 3/4" dia and master LK 11238 5/8" dia (15.8mm).

"The 96 is pictured in the barn which previously housed some 12 or so cattle. The house is in Le Creuse, part of the Limousin, and we spend a few months there in total every year, so it's a better spot to attempt some restoration than a front garden in Surrey. Additionally, everyone I talk to tells me the French control technique is less onerous than the MOT and that if I re-register in France I can do so as a Vehicle de Collection, when I need no MOT but can drive on





the road in organised runs as a member of an appropriate car club. I'll keep you posted as I find out more."

I know that slave cylinder repair kits are readily available on eBay and I have occasionally seen master cylinder kits on there too. It's worth asking Steve at Malbrad on 01484 544556. He can supply many parts for V4s, including re-manufactured slave cylinders, as previously reported in this column.

Another V4 restored

Kayleigh Twigger from Nottingham has been in touch with some photos of the Amber Gold 96 her Dad, Chris, has restored. Chris runs Redhill Garage, an independent specialist in Nottingham. He bought the 96 (christened 'Gale!') as a project after working with Beechdale for many years on their rally cars. Thanks for getting in touch, Kayleigh, your 96 is the same age and colour as the first one I ever drove on the road, just after my 17th birthday – about 25 years ago!

That's all I have time and space for this time – I know a few other people have sent in articles and features, so please be patient and I will publish them as soon as possible.

I look forward to seeing many of you at this year's National. The Wicksteed Park venue is amazing and it is going to be the best National rally for many years – please bring a good contingent of V4s along, everyone! Don't hesitate to come over and introduce yourself, it's always good to meet the faces behind some of the names I hear from.

Cheers

Al



New Registrations

Name	Registration	Model	Location
Chris Dady	EOR 306K	95	Norfolk

Chris acquired his unusual black 95 in February this year. It was previously owned by the late Brian 'Saab Sanctuary' Butler and looks to be one of the nicest 95s I have seen for a long time, it is as close to perfect as you could hope for and even comes with a rear wash-wipe system!

I've included some photos of this immaculate car (above) and really hope to see it at the National in July, along with many more V4s – we've been a tad under-represented in the last few years!



It's been a quiet couple of months for the register with no new registrations. I did have one call to say that the 1978 4-door 99 that I mentioned last time is still available. The car is in Leeds, and although needing some work to put back on the road, has a good history – another one for someone to save?

I am hearing of more 99s being restored these days. Proving that a 90 is still eminently useable as an everyday car, we used ours for a trip to Scotland at Easter.

In fact it wasn't the car that was a worry as we headed north from Kent up the A1, but the availability of petrol following the Government's scaremongering, and the return of snow to the north. The 90, unlike the 99, is fine with unleaded, but does prefer its recommended 97 octane (when you've only got 100bhp every little helps!). This wasn't available everywhere for the first few days. We took things fairly leisurely on the motorway, which makes quite a difference to fuel consumption, but it seems that many people are doing the same these days so cruising at 65-70mph wasn't a problem. We turned off the A1 at Grantham, and took the A607

from there to visit Lincoln, our first stop for two nights. From there we continued north, past Scampton of Dambusters fame, and on to Peebles in the Scottish Borders to stay with friends. We could see snow on the hills north of Newcastle but nothing to trouble us. I have to admit to being a little disappointed as I was looking forward to pitting the 90 on its all-weather tyres against the elements.

For our return journey we headed south and west, via Hadrian's Wall to Carlisle, and had a fantastic day's drive through the Lake District and on to visit family in Formby. The Kirkstone pass from Ullswater over the top to Windermere is highly recommended – on the way down I experienced alpine brake fade for the first time for many years! From Formby it was the usual route these days, M6, M1 and M25 home. It is remarkable how well this 28-year-old car takes things in its stride. The seats are still very comfortable for long distances and 1200 miles in eight days really wasn't hard work. The 90 performed faultlessly, as expected, coping with all weathers (apart from snow!).

Stuart

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[†]Service price includes standard spark plugs. If high performance plugs are fitted then a surcharge will apply. We will advise you accordingly.
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99TURBO REGISTER



Hi All. I would like to introduce Chris Dempsey, our latest member of the 99Turbo Club, this is his story.

Return of the Arctic Hurricane

It was a Saturday in spring 1985. I was twenty-one and with my lovely wife, Joanne. We had been married for just a few months. We had decided we could afford a car, as well as my van and were on the hunt for one. My peers were driving Ford Escorts, Mk4 Cortinas, and the odd BMW. My father-in-law 'Big Al' had a Silver Saab 900 Turbo 4-door with a powder blue interior. I wanted a Saab.

We were on the way to 'Seebrook' garage, Hythe in Kent, the Saab dealer in our area. On the way, we passed a second-hand car showroom in Sandwich. On the forecourt was a Black 99 Turbo Combi Coupe, the salesman took us out for a spin, now I was really hooked we could afford one of these.

Now late afternoon, we arrived at Hythe and to my delight there were two 99s out the front, both of them Turbos. I asked if they were for sale as the salesman looked me up and down with a smile. "Which one would you like to try... sir?" "Oh, the Black one." He looked at me very hard, "Do you think you can handle it?" "I don't know." I answered. He handed me some keys. "See that straight road up to the Imperial Hotel?" "Yes." "Drive it up there, don't bend it and if you're still alive afterwards I'll think about selling it to you."

We jumped in, started the engine, I pulled onto the road as instructed. First gear, "This is really nice". Jo agrees. Second gear "Wow", third gear "Aaagh!" Having survived, I returned to the showroom. "I'll take it." The salesman, Brian, leans back on a gleaming 900 "What about the insurance?" "Oh it'll be fine", I said. He was right, the insurance was a killer!

That was the beginning of my love affair with OKJ1 38W, Black two-door 99 Turbo. It had 71,000 miles on the clock, a real brute of a car, we called it 'Bertie'. We paid £2750 for him. Both Jo and I really loved our Saab 99, even though we always seemed to be spending money on him, like a thoroughbred racehorse, you had to talk to him nicely.

We finally had to let him go in 1993 when work was scarce and

he really started to need serious money spent on him. But as luck would have it, 'Big Al' let us have his three-year-old gorgeous Black 900 Turbo 16 valve for a song, so we were still able to drive a seriously 'cool' machine. Our 900 was a brilliant motor car, we had it for nine years, but it wasn't 'Bertie'. And the years roll by.

It is now March 2012. 'Big Al' calls, "They've got Saabs on 'Top Gear' this week." Brilliant! I'm still fiddling about outside and forget to watch the show. Jo records it. A couple of days later we watch the show, there's Clarkson and May screaming around in a Combi Coupe. "Oh no! Look how wonderful it is!" That's it, I'm hooked again. I start looking on the interweb thingy and soon find out that these cars are now quite rare, in fact, Black ones are the rarest of all and I had one – oh no!

I can only find two cars advertised for sale, both Red, two doors. I phone up about the first, it's already gone, the second is still for sale, but the guy selling it wants more than the price advertised, which is a bit naughty (thanks Jeremy!). I mull it over for a few days. It's no good, I've got to have a look at this one. I mention it to Jo, who enlightens me to the fact that this is what is known as a midlife crisis. "No way! Get over it Dempsey". She is absolutely right.

I make the call in secret and with my fellow conspirator, my older brother Simon, we go and take a look after work one evening. The car is in Kent about an hour away from Simon's house. "Okay Simon if we get there and there's a load of caravans about and a Bull Terrier on a rope, we're going to drive straight past, yes?" "Too right." "Anyway it's going to be a pile of junk I expect". Simon frowns.

To our relief we arrive at a very well-kept house with glamorous iron gates. There are four Saabs parked in a line, all sitting on Astroturf, the owner is waiting for us. I introduce myself and Simon. "What's with the Astroturf?" I ask. After a puzzled moment he replies "I don't like cutting grass." Well you can't say fairer than that.

And there she is, NGP 88V (this one is definitely a girl). She looks good, but not too good. She looks smaller than I remember. The owner opens the doors and boot, he lifts the bonnet, the interior looks tired at first glance, but the inside of the boot is amazingly



good. She starts. She drives. She has water injection. She has been resprayed at some point, but I had 'Bertie' resprayed in 1987. Simon looks genuinely impressed. As for myself, I am the same, but my instincts are telling me to be very cautious. On the way back, we are of the same opinion. "Can we trust this bloke?" I need some help.

Simon says, "So how are you going to pull this one off without telling Jo?" He is right, this is going to take all my powers of diplomacy and sheer grovelling to get her onboard. I have to come clean. Jo looks at me over the rims of her glasses "I knew it! I knew you were

going to do that! It's always going to have something wrong with it, we're always going to be spending out on it! It's going to sit there and rot on our drive, just like the last one, like a great big white elephant!" "You mean red elephant." "Don't push your luck matey!"

That went better than I thought. You've got to love Joanne! I tell Jo the full details of my deception. "Show me the pictures again." she says, "Hmm, it is pretty; you had better phone the Saab Owners Club, find out some more." Job done! To be continued....

Chris

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C900 REGISTER

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 E-mail: therankins565@btinternet.com



Hello once again and welcome to the first summer edition of the c900 Register. I guess most of you will already have been out and about in your cars, our local Group certainly have and we have already been to a few car shows and enjoyed splendid days out with our cars. One of the events we have already attended was the Footman James Bristol Classic, where we had four c900s on the stand. The cars were very much admired, so much so that I am confident one or two people I spoke to left the show in search of a c900, this has to be good news all round.

I am still amazed at the amount of new registrations that I am getting, so I will start off by apologising to all the Members that have sent in their details and are still waiting to see their registration in print. I will do my best to get them all in 'Driver' as soon as possible.

Time now to bring you more on Martin Lyons's T16s restoration. If any of you have ever undertaken a restoration, you will know how much valuable time such a project can swallow up.

We pick up Martin's story once the re-spray had been carried out.

"Upon return of the car to me at Concept I had the engine removed, stripped and rebuilt with all new timing gear, gaskets, and cylinder head valve seats re-ground. The engine block was then painted red and the cylinder head silver. The engine bottom end was in perfect order with no work required in that department.

"With the engine removed, I found my first setback... the front chassis legs and cross member were badly corroded, which unfortunately, was not apparent whilst the engine and front assembly were in place. Many hours were then put into treating the rust and painting the engine bay while the engine work was taking place.

"The next phase was to hang and reassemble the doors and refit the overhauled window motors and mechanisms.

"Once the engine work was complete it was time for installation, which also included the fitting of the donor gearbox, which was in a better condition than its original. This all went very smoothly thanks to our super-cool and laid-back Master Technician, Chris Dennis, whose application and attention to detail is second to none!

"With the engine now running sweetly, it was time for water-leak testing prior to the refit of the interior. This again caused a few setbacks, but I felt the effort put in now would be better than finding a sopping wet carpet, after the first downpour of rain.

"Having cured a few water leaks, it was time to reunite the interior with the cleaned carpets, door panels and, newly conditioned leather seats. Also fitted at this stage was the sports exhaust sourced from Neo Bros who have to be complimented for their superb and efficient service.

"The next stage was to nervously book the MOT, which it failed!"

Phew! I really don't know if I could ever have started such a project and probably would have given up in the early stages, but that is not the way of a true dedicated c900 owner like Martin, he will see it through, as you will find out in the next edition of 'Driver'. That's all for this 'Driver', maybe I will see you at the National?

Alex



New Registrations

Name	Membership No.	Model/Details
John Welsh	021023-10	John has a three-door T16s, 1993 in Black, owned from new and in first-class condition (see photo) having covered 153,000 miles.
Paul Cooper	021070-12	Paul has another T16s, a 1991 three-door, in White, this time with 112,000 miles and again in excellent condition. Paul's car has had an engine rebuild, including forged pistons and a gas-flowed head producing 220bhp. To complete the package the car has the desirable super aero wheels and extra gauges fitted on the dashboard.
Mark Enticknap	021058D	Mark has a 1991 three-door 900S in Odoardo Grey with only 84,000 miles on the clock and also in near perfect condition.

GM900 9-3 REGISTER

All correspondence to:
WESTON GEARON
31 Wardle Road, Arnold, Nottingham, NG5 7FE
Tel: 0115 9555728 E-mail: 9-3@saabclub.co.uk



Welcome to the GM900/9-3 Register. I will try and give you a brief introduction to who I am. My name is Weston (Wessy) and I have been involved with Saabs since I was born, as my Dad had a Saab dealership in Liverpool.

This is where I started my apprenticeship in 1983 and went on to achieve the status of 'Saab Master Technician'. In 1997, I moved to Nottingham and joined Nottingham Saab Dealer 'Beechdale', I then had a year away from Saab in 2003 working for TVR before starting my own independent Saab specialist in 2004.

Since the age of 17, I have owned and driven just about every Saab and I was also lucky enough to race in the Saab Turbo Challenge against the likes of Damon Hill and Tiff Needell. Anyway, enough about me.

In my short time as GM900/9-3 Registrar I have been lucky enough to receive some letters from Members. So a big thank you, to those of you who have taken the time to contact me already. I would like to hear more of your stories and information on what you are doing with your GM900/9-3. Please let me know if there are any subjects you would like me to cover in detail, and I will try and oblige.

A big thank you to Neil Dale (Arizona, USA), for sending me some information about his cars. Neil has two 9-3s, with his prize possession being one of the last Saab 9-3 Viggen Convertibles, which is finished in Silver with black and tan interior and has only covered 64,000 miles. Neil quickly paid his deposit and has had his Viggen for just over a year now and is slowly improving the chassis, brakes and

suspension. We will catch up with Neil again in a later issue.

I look forward to catching up with you in the next issue where I hopefully will be able to answer your questions and go into more detail on the subjects that you want covering, just let me know – I am looking forward to seeing lots of you at the National. Cheers

Weston

New Registrations

Name	Membership No.	Registration	Model
Mr Tompkins	021084-1	V638 EJM	9-3 VIGGEN
Norman Frith	021150-4	S6 JTC	9-3 TDI
Joe Winstanley	021110D-2	JOE 768W	GM900 CONV

9-3SS REGISTER



Hello once again everybody. I hope that you are all well. It's hard to believe that this is my tenth contribution to 'Driver', and as the tenth, I was worried that I would have very little to write. I have nothing to report on my car and was running out of hope that I would receive an email or letter from an owner who had something to share.

Just as I found myself struggling to put pen to paper, I received an absolute gem of a letter from Mark and Sue Nicholson. It was a great joy to read this and I hope you will find it interesting. Mark writes:

"We weren't really planning to buy another car, and certainly not a brand new one; however, following the recent events at Saab it got us thinking as to what we do next. Do we keep our existing car (a 2006 9-3 Vector 2.0t convertible Cerulean special edition) for as long as we can then see about another make, or replace it now with as new a 9-3 as possible that would keep us going with a Saab for a few more years!

"The first option didn't really appeal. Looking around there are not that many convertibles with anything like the same appeal. There is Audi but they seem to be ten-a-penny nowadays, BMW but they come with a certain reputation (at least the drivers do), and Volvo. The only one that came close was the Range Rover Evoque but the convertible version is still only a concept.

"This left the interesting prospect of trying to find a good-quality, second-hand, much newer and comparably equipped 9-3. One additional criterion was the colour; the majority of cars these days appear to be black, white, silver or any point in-between. Given our existing car is Cerulean blue, and our previous 9-3 to that was Monte Carlo Yellow, we wanted something that stood out a little from the norm.

"Looking at the Saab UK website at regular intervals showed that there were quite a few convertibles out there but none of which ticked all the boxes – though one or two did come close. Then the

weekend before Easter one particular car appeared at Reading Saab that just leapt out – a 9-3 Aero 1.9TTiD4 – 'Independence Edition'. Well that was it, we had to investigate! There were only two possible issues: it was a diesel when we had only ever had petrol cars before; and the price given that we were not necessarily looking to buy new.

"Having mulled it over for a couple of days – or more actually coming to the conclusion that this was too good an opportunity to miss – we contacted the dealer to find out whether it was still available as surely we couldn't be the only people interested in such a rare car. It was, so a test drive was arranged for Easter Saturday. This did leave the prospect of the car being sold from underneath us in the intermediate three days so when the phone rang on the Thursday it was answered with some amount of dread. Luckily, it was to say that we now had first choice of it on the Saturday.

"We left early for the 450-mile round-trip from our home near Preston to Reading, arriving around lunchtime, where we met up with the team at Reading Saab. Up until then we had only seen it in a few pictures emailed up to us, but on seeing it in the metal for the first time just confirmed that it looked stunning – we were sold! The deal was wrapped up quite quickly and we were on our way home again within a couple of hours or so. With some of the paperwork being sorted quite quickly they kindly delivered the car to us the following weekend.

"So now we are the proud owners of what we believe to be a



unique vehicle in the UK. Having read a number of the online forums, and from what information Kevin was able to give us, it seems that only around 50 of the 'Independence Editions' were actually built of the 366 planned. Of these, only two were imported into the UK with the other being purchased by the Russian investor Vladimir Antonov, which we imagine is now somewhere in Russia!

"The car itself comes with a number of unique features; from the metallic orange colour and black and silver alloy wheels, down to orange detailing on the leather seats, the limited edition number etched into the rear windows (19 of 366) and the 'Independence Edition' welcome message on the SID when starting (or is it booting?) up.

"It drives and handles very similarly to our previous Vector – there is only about 5BHP difference, with the new one developing 180BHP, though we have noticed that there is a little bit of turbo lag when pulling away from a stand (an issue that has been commented upon by other correspondents to 'Driver' magazine). The 6-speed automatic gearbox is much smoother from our old car's 5-speed with gear changes being barely noticeable. We still have to try the Sport mode! All-in-all it is one fabulous car and we feel very privileged to own it."

What a great write-up, thank you Mark for that. You are indeed very lucky to have managed to get your hands on one of those, a real privilege. Just don't forget to think of me if you ever come to sell it, ha.

I have never seen one up close but, I'm sure that everyone will agree it simply looks stunning in your photos. Thank you for sharing them with us.

Incidentally, if anyone knows whether there were any other examples of the 'Independence Edition' that made it into the country, please get it touch.

Whilst we still await news on the future owners of Saab and indeed the future of the brand itself, I would like to reassure

everyone that Saab Parts UK, the company that was started up in January, is doing very well and that within a few months' time, the supply of parts to the UK should be back to the same levels that it was before Saab got into trouble a year ago. Very Good news indeed and I wish to say a big thank you to all those involved.

Thank you everyone for registering your new cars and with sharing your thoughts. In the next issue of 'Driver', I will be sharing my experience and photos from the Swedish Day, which was held at the Haynes Motor Museum in May. If your 9-3 was there, it will feature. Barry Neville, your 'A Michael Caine moment' will feature as well. Until then, please keep those letters and registrations coming in but above all, enjoy your cars and drive safe.

Simon

New Registrations

First up is Colin Chapman, Colin writes:

"We managed to pick up a one-year-old 9-3 Sportwagon Aero TTid for a great price from HumberSide Saab in Grimsby... a long drive from Carnoustie in Scotland I know but worth it in my view. I have started using this car for my 140-mile daily motorway commute to replace my old BMW 520D so will be well placed to write a decent review I guess in a few months' time. Initial impressions are very favourable with excellent torque from the engine making short work of the motorway and overtaking safely. I did think long and hard about buying a newer Saab, but the price was too good to miss out on and I intend to hold onto this one for a good few years.

"We still have our 2.8T Aero Saloon so it's two silver Saabs now! I have sent you photos of both cars with the Carnoustie Golf Course Hotel in the background."

Next up is from Malcolm Bannister, Malcolm says:

"I'm a bit behind but I changed my 1995 9000 CSE Econ Auto last September, after 12 years' ownership, for a silver 9-3 Tid 150 Vector Sport Automatic, bought from Richard at Saabtec in Glossop. I really miss the 9000 but it only did 2000 miles last year and 750 of that, was on a trip to Ireland for a family wedding and some sightseeing round that lovely country. The 9-3 is more economical and has more toys so I'm enjoying the change. My brother-in-law has the 9000 so it's still in the family and we traded the wife's Fiesta for the 9-3 as we are both long retired and no longer need two cars.

"My first Saab was an F reg 9000i, which gave me the Saab virus, followed by the 9000 CSE, side by side with, in turn, a 99, a 900 and a 90. At 75 I'm not ruling out another one just yet!"

Lastly a registration from Duncan Bridgewater, Duncan writes:

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



9-5 REGISTER



More about little old me

So, where was I? Ah yes, I was just about to get Project Hi O Silver back up and running, when bish bash bosh, I took a bit of a tumble at work and did my foot in... again!

Trip up to hospital, two visits to the X-ray room and a box of pills later I'm on my way home after being told to rest up and do nothing until further notice.

So, my ongoing rolling project car has been put on hold for a week or three until my duff foot mends itself and I'm fit enough to start ripping out gearboxes, and on that note I must say a very big thank you to Robert Boulter up in North Wales who sorted me out with a good used 9-5 gearbox for a very decent price.

The girlfriend and myself had a lovely time chatting with Bob and his puppy, and drinking his coffee. Loaded up the gearbox and then a wee shopping trip around Rhyl was next on the list of things to do, before a sea-front dinner and the drive home.

A very nice day out indeed.

Members letters

Now, I've made a bit of a boo boo. I did mean to include this story in the last issue, but I was having computer and time issues then and didn't get chance. So rather than read about my tales of woe and look at boring random pics of me at the seaside, I thought this would be a good time to have a read of Rodney Stokes's (Member Number 9201) letter. Rodney writes:

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

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



"I saw the new model 9-5 come out and read all about it, but was content with my 9-3. Maybe a little tight for a big man as I am, but nevertheless it fitted nicely, drove lovely and performed like a sports car. Silly me, it was a sports car dressed up to be a family saloon car. It was the 1.9TTID Aero Saloon. I had the car upgraded and did that go! It hugged the road like no other car I'd had. Not only had I dropped from a 9-5 to a 9-3, but I also dropped many years in age at the same time! Dangerous I know, but my pogo driving aide made sure I kept my money in my pocket and not having to donate anything to the national coffers.

"Then I accepted a loan of a new V6 9-5 for a day from my dealer whilst my beloved 9-3 was in for an annual service. This was as different in terms of a Saab as I had ever seen. A new generation, a new concept, call it what you will. Maybe a true Saab enthusiast who likes to get their finger nails dirty and a bit of grease up their arms would not have accepted this brand-new model as readily as I was prepared to, but this was motoring 21st century. This truly was a generation of motor car to compete with the Germans and the higher end of the Japanese market.

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

"Well, back to the current story. I arranged to go to the showroom

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

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

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

"The one and only quirk of the new 9-5 is the keyless entry. I have learned that whilst you have the key fob on your person to gain entry, and ultimately the control of the car, which you can leave running on the driveway and walk away without the risk of seeing the car disappear up the road, because it won't, it can't, what does happen (and please note if you own this type of car and have yet to find out) don't leave your wife (or anyone else come to that) listening to the wonderful sound system whilst you (the driver) pops into a shop for a few minutes, because when you get back into the car you will have found the steering locked up and it does not give into you very easily. The only way out of the problem is to hold the start button down for about ten/twenty seconds, which will

9-5 REGISTER

decommission the system and frees up the steering.

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

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

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

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

Wow, thank you Rodney for your input, a fantastic read. I did think to edit some of that down a bit, but decided it wasn't fair to Rodney after making so much effort in writing that letter. Plus the fact, if I had you would now be reading more of my random guff and waffle!

Right, that will have to do for now guys-n-galls, my typing finger hurts! If all goes to plan with my foot and my work, I will see you all at the National and if I point my camera at you... give us a smile!

Happy Saabing everyone.

John



New Registrations

Name	Area	Model	Year	Colour	Membership No.
Mr Robert Mortlock	Holbeach, Lincolnshire	9-5 Aero Auto Saloon	MY00	Cosmic Blue	011278D-9
Bob tells me his 9-5 Aero was a replacement for his old MY91 9000 2.3 CSE Auto. He has owned the 9-5 Aero since 2008 and he takes it to the Nerberg ring circuit every August. That's something I've always wanted to try, but haven't got round to it yet. With a bit of luck there should be a couple of pics of Bob's 9-5 here somewhere. It looks innighy fine condition but still only has 114,000 miles on the clock.					
Marcel Junod	Solihull, West Midlands	9-5 Aero Auto Estate	MY02	Grey	021099D-2
Marcel hasn't included any pics of his car, but looking at the registration form he has had the car from new. Current mileage is 46,000 miles and was a demo car at Lime Garages Ltd before he bought it.					

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SOUTH DOWNS STAGES

Goodwood Circuit

11 February 2012

Having only acquired our Saab 96 V4 rally car at the end of November, we felt that we should embark on some sort of 'shakedown' before launching ourselves into the British Historic Championship in such a 'different' car. The South Downs was a fairly obvious choice, quite local and organised by our own club, even if the tarmac surface was not considered entirely suited to the Saab.



With Hugh having not driven on an event for two and a half years and certainly never in a car with front-wheel drive, column gear change, LSD and freewheel, it was going to be a steep learning curve! Debby had already been worried by reports from the Saab experts of how easy it was to roll one of these cars on tarmac with 'sticky' tyres – and don't forget she has been upside down in a 96 before!

The day did not start well. With the temperature around -4°C, the recently acquired Shogun tow vehicle declined to start and then we had to drive past a police car tending to a van on its side by an icy roundabout on the A27! Fortunately we had allowed ourselves plenty of time (as usual!) and scrutineering was no problem. We were a bit noisy (103dB) but that is OK for Goodwood, although the limit for rallies is normally 100!

We had asked to be seeded down the back, as it was our first time in the car and were to run at 45 out of 47 entries. There were only two other Historics as Roy Edwards, Escort Mk1 had caught fire at Brands Hatch and he elected to bring a 'not at all Historic' Mk2 from his collection rather than his spare (gravel spec) Mk1 or the Mustang!

We hoped we would be able to keep ahead of Ali Green/Jean Chmura's lovely 1275 Riley Elf but were not so confident about Richard and Liz Pugh's works spec MGB, which has a similar engine capacity to our 1815cc. Richard is also a very experienced circuit and rally driver.

So, into the first stage we went, a leap into the unknown! The stage started in the car park, burst out onto the circuit and went round the 'wrong way' for two laps with various chicanes and diversions onto the tarmac run-off areas. It was all a bit strange to us, the tall, narrow car feeling as though it leaned more than we were used to and the freewheel giving no engine braking and silent approach to the chicanes, etc!

After a few 'oo er!' noises from both of us, we arrived at the stage finish with clouds of smoke coming off the front brakes and the finish marshals thinking about fire extinguishers! In fact, I just hadn't bedded in the pads hard enough and they got better from then on, although still pretty hot by the end of each stage.

The rest of the morning stages continued in an anticlockwise direction, either one or two laps through various start and finish arrangements and chicane layouts, and by lunchtime we were getting a bit more used to the car's style. Debby had almost stopped telling me that changing down whilst braking for an obstacle was not going to help and we were just over a minute ahead of the MG and in the early 30s overall.

The afternoon stages ran in the circuit's more usual clockwise direction, but again with a variety of layouts. A couple of the car park finishes involved acute hairpins which we struggled to get the Saab around and the handbrake was no help, especially as I was not keen on taking a hand off the wheel in case the beast got away from me!

The finish marshals didn't seem very amused when we arrived with a couple of cones and a bucket under the front, but we backed off to let them have the remains! Later they were concerned about the underside of the car at the front as it transpired that the bucket was originally full of concrete but the tough little Saab came away unscathed!

The last two stages, of two laps each, were likely to be in the dark. The early cars did SS9 in the last of the daylight but the tail-enders had to wait for it to get properly dark whilst a couple of the higher seeded cars were recovered from the gravel trap at Lavant. The layout of the last couple of stages had put cars off the 'racing line' for the off-camber St Marys and long fast Lavant and the latter was certainly putting some people off – quite literally!

We found on the last two stages that our lights were not giving us enough range of visibility but soldiered on as fast as we dared, avoiding all the obstacles and especially the latest car off in the gravel trap on SS10! We were very pleased to get to the finish and find that we were now 29th overall and top Historic, over two minutes ahead of the MGB.

The whole event had run very smoothly on a cold sunny day. We had a fun, sociable time, especially with the other two Historic crews and the Shogun even started nicely so we could get home without further drama!

Next stop – the forests of Wales for the Bulldog Rally in March, but we need to get our breath back first!

Hugh and Debby Myers



GETTING READY TO ROLL



Since the last 'Driver', I have picked the 99t up from Malbrads, having had the front end strengthened and the roll cage fitted correctly, with some extra tubes welded in.

I was also invited by Hugh and Debby Myers to service for my old Green rally car on the Bulldog Historic Rally. The weather was amazing, not a cloud in the sky, not bad for mid-Wales in March. The car ran fine on its first gravel outing for some time and all we needed to do was top the oil and turn the tick-over up. Hugh had a miss-fire on one stage and switched pumps, but that might have been the lack of fuel in the tank more than anything else. The exhaust header came loose on the last stage (not the first time this has happened), so my guess is that a helicoil may be needed for the manifold bolts.

We managed to spectate at the end of a long straight, which had a slight left-hand bend and a hair-pin left. After man-handling Graham Waite's Volvo, Amazon, back on to its wheels, after his gear lever came off in his hand (pity, as he was leading all the 911s by only a few seconds until the roll), we experienced the first Mk2 Escort on full chat. Experienced is not the word, fear for the crew and god why do we do this, came into my mind as Nicky Elliot slid round the slight left with the rear in the trees, bouncing off the rev limiter in top. That's just a mere 115mph+, with any component or driver error, sending the crew for a trip to hospital. It's a few years since I spectated on a historic event and the speed and commitment is right up there with the best, go along and watch!

Back at planet Saab, or garage de la junk heap, I have been carrying on from where Steve's boys left off. The idea was to boost the project along in the winter months by getting some jobs done by the professionals. I also have a budget and Malbrads have worked round my needs. One of those is for a close ratio gearbox, as per the last works items. Thanks to a Swedish contact and the fact that Steve has Will Gollop's old rallycross box, we look like getting ten gear sets made. It doesn't end there though, as there are a lot of other parts modified in a 99 works box. They used steel twin selector fingers, and modified selectors to accommodate the extra wide gears and dog engagement hubs. The casings were chillcast and featured extra welded strengthening angle on the diff case. The sump was dry sumped and the gearbox oil was cooled externally, via an outlet at the



back of the special steel diff casing plate and fed back in through the alloy side plate. The front case houses a special four-chain drive, with an extra support bearing and has a big bracket welded on the front, to take three gearbox mountings to a modified cross member, on the car. All that's going to cost a fair bit and with the power we are trying to get, and the fact I don't like to use the clutch on the down change, I think we need it.

Since getting the car back, I have added even more extra rollcage tube. The tube came from Customcages and I used Omp brackets and gudgeon pin ends for all the removable sections. We also used Omp's cross door bar kit, to beef up-side protection. The key is to get the tube about 6" longer than you need and work on getting the profile right at one end first, before cutting the other 5-10mm longer than you think you need. You can then profile that end to suit the adjacent tube and tack weld in place. Do this, with all the sections, then remove the cage from the car to finish welding. Just a note, my car has an old log book and therefore has a 40mm dia hoop, if you are building a new car I think you need a larger 50mm dia



main hoop. Also the door bar kit comes with 40mm dia front leg brackets and 50mm dia cage brackets, so you will need to get four extra 40mm brackets, if fitting to an old cage.

The British historic rules differ from the FIA rules in that you can tag the cage to the shell, giving 14 fixing points. It is advised to use bolts at these points, so you can remove them if doing an FIA event. Note tags are not full length screen pillar gussets. Since I have plenty of old seat belt fixing screws from old Saab 96s (the ones that fit in the B pillars), I bought some motorsport seat belt tapped mounting lugs from Demon Tweaks. These share the same fine thread and are cheap enough to save time making the things from scratch. I first drilled a clearance hole for the screw, then welded two lugs in place per A and B pillar. A plate is welded to the cage that picks up these tag points. The idea is that these save the shell in a roll and add stiffness in lesser makes of car.

While we were in Wales, I managed to call in at ex-99 EMS rallyist John Harrison's place. John was found finishing off his new garage for his nearly rebuilt rally car, which we hope to see back out in the next year or so. John dug out a set of the EMS works rally arches for me to tidy up and take some moulds from. These have since been tried up to the car and I have worked out how much I want to cut the original arches back by. At the moment, I am planning to cut them back to the flat panel, then weld in a fill

in-strip. It's a pity to cut the arches out, as they are really good, but these might repair someone else's car in the future.

Back in the lair at home, I have been machining some solid brass upper suspension bushes. The works' cars generated that much heat down the right-hand side from the turbo, that the suspension bushes would go soft. In the end, they appeared to use solid metal items and these were fed with air from the heater fan via tubes to each mount, accompanied by a heat shield to keep the temperature in check. I used some inch-round brass bar that I drilled and reamed out to suit the wishbone pin. I then had to open out the taper in the alloy housings and ream them to allow for a good interference fit with the inch bar. The alloy housing was heated up and the bar was Loctited in position. I made the bar shorter in length than a standard bush, but a few mm longer than the housing. The difference between the two is made up by using washers and these can be swapped from end to end, to alter the caster separately from the camber. Each bush was also double grub screwed in place and a grease nipple was added.

Next time round, I will try to explain what needs to be done strengthening wise to the 99 shell for rally use and I might have made some more progress with the Quantum. All the best for now and keep your articles coming in.

Rich

TWO RACING SAABS (part 1)

The first car is a 1965 96 circuit car. The second is a 93 1959 GT 750 build specifically for the Classic Le Mans race.



The first car was built for the BARC Classic Touring Car Racing Club race series. The ethos of the CTCRC club is to provide racing at a reasonable cost. Tyres are Dunlop racing CR 65 and normal MSA regulations for racing apply, including roll cage, full safety belt harness, etc. As rule of thumb, if the car would pass an MOT and complies with MSA racing regulations you are on the right track for eligibility for the series.

The club members are all very friendly and helpful. The racing takes place on the BARC circuits and sees an interesting range of cars from the 'classic/historic period'. I regularly race against Minis, Minors, Triumph 2000, Lancia, Wolesley's and even a Humber!

The preparation of the Longnose Saab Two-Stroke is relatively straightforward, but limited to whether you can get the key Saab parts, such as the close ratio gear set (Spec II), and low ratio final drives 7:40 or 6:35 CW&P. Although not absolutely necessary, the full web GT crankshaft is very handy to have.

Engine preparation is all about two-stroke tuning. The Longnose racer is fitted with a standard 66 triple choke and GT full web crankshaft. As the triple choke engine was introduced in August 1965 for the 66 model, I reckon it's eligible for the 'up to 1965' 'historic' classification. For the engine tuning we are indebted to the work done by XP Power Sweden, who provide an excellent tuning manual and can provide most of the special parts, such as modern gaskets and pistons. It is not sensible to race with an original Saab build crank, as it will not withstand 7000rpm, which a tuned engine will go to. Crank overhauls can be done in the UK by Alpha Bearings. Then they are virtually bomb proof. Competition clutches are available from Malbrad.

Make no mistake though, tuning Two-Stokes is a careful, time-consuming business, be prepared for piston failures. I have suffered from piston detonation and seizure failures on three occasions. Careful analysis after each problem is required if you are to get reliability.

This engine is now fitted with reed valves, supplied by XP Power between the inlet manifold and the engine block. Reed valves allow much more extreme port opening periods, therefore more power. Scrutiny of the technical regulation is necessary before deciding on reed valves. For example, for historic rallies they would not be accepted. The reeds themselves, do not last forever, so you will experience the odd failure, fortunately, to

date, no engine damage results. You soon know about a reed failure, as the engine is almost impossible to start and run.

In addition, a clever capacitive discharge ignition system has been fitted, this is a bespoke system made by Interspan. This enables a very much richer mixture to be used, at least 25% richer giving more power out of corners and a better torque range.

To help jetting, a triple gauge exhaust gas meter is fitted, this tells you what each cylinder is reading in combustion temperatures, so fuel to air mixture for each cylinder can be accurately found. This is very critical as an engine running lean can be instantly disastrous.

It is possible that the engine is producing over 90bhp now, but this has not been tested on a dyno. Simulation outputs graphs by XP Power tend to reliably underestimate possible power, but would tend to confirm this figure. Fuel consumption is not talked about as it is heavy! In no way could this type of engine development be translated into a usable road car or be used for rally.

In the early days of racing I had three engine failures, which were almost always associated with detonation. Each failure has been looked at carefully to see what could be learnt. Small changes to the piston design, plus lowering the compression ratio and using the best additives on the market to compensate for the modern fuels, has achieved a level of reliability. I use Miller VSPe Power plus and a Silkolene Comp 2 Pre mix at 4% oil to fuel ratio and the best quality fuel.

Suspension is bespoke springs with Koni shock absorbers carefully set up by SI Suspension Technologies. You would be surprised how poorly shock absorbers 'off the shelf' are set up! The ground clearance in-set has to comply with the club's technical regulations.

Having said all the above, the racing with this car has been great fun, with some good results provided the very fast minis retire. In no way will it live with these perishing small cars, as the track-side weight is against it. A number of seconds, thirds and fourth places have been achieved. The best result to date was Rockingham last year with a fourth overall and 'Driver of the Day' award.

To get these results it's all about careful slow development. Unless you have unlimited budget, it's doubtful you would be racing in this club.

Chris Partington



BULLDOG

Historic Rally

Off we go again, plunging into the unknown, as we tackle our first gravel rally in the crazy green Saab 96!

The Bulldog was the second round of the British Historic Championship and was based in Welshpool, with our service area in Dolgellau. The weekend was blessed with fantastic weather and the Bulldog includes some terrific forest stages.

Having sorted out the Shogun's starting problem and put new lights on the trailer, we whistled up to Welshpool and our first task was to pick up our new Dunlop tyres – not much choice when the Championship requires us to use Dunlops and they only make one pattern in one compound in the size just narrow enough to squeeze under the Saab wheel arches! No chance of a 'wrong tyre choice' for us!

Our service crew arrived, Saab experts Rich Simpson and Nick Pinkett, our drivers from the past two RAC's; and our regular service man, Mike Robinson, with his TR7 driver from the Northern Historic Champs, Martin Knapp.

We sailed through scrutineering and were even OK at the noise check, where our tailpipe insert and some care on the throttle kept us under the limit.

There was some confusion over the 'Ceremonial Start' in the town centre, where some duff info from the signing-on desk and a lack of interest from the CLO had us up there once too early and then only eight Historic cars attending in the end! At least our Saab was amongst them to add variety (and colour!).

Being at the back of the combined Category 2 and 3 field, our start was not

as early as the Category 1 cars, which gave Rich time to cook our breakfast!

At the start of the first stage, we let the Sunbeam Talbot, who was the only car seeded behind us, start ahead, as he was sure he would be quicker than us! OK, he was quicker, but I don't think he would have caught us and he only lasted two stages before it broke!

About three bends into the first stage, we had a leery slide, which almost put us into a rock face! That dented my confidence a bit, but we heard at the finish that there had been a number of scares and accidents at that point!

This made me a bit cautious, but I was beginning to start to understand how to drive the funny little car, turning in firmly to hook into the inside of the bends and junctions and left foot braking to balance the car! My brain and feet were a bit confused but it was starting to work! Of course, we were, also having to avoid the various badly parked Escorts which were starting to litter the stages.

The third stage was Gartheiniog, the longest of the event, which includes the well-known 'ski slope' section, very fast downhill, where the Escorts are probably pulling best part of 120mph and even we were 'off the clock' so definitely 90mph+! I was relieved that the car seemed to be more stable than predicted at that sort of speed. Unfortunately, the power kept dropping off in the early part of the stage until I switched fuel pumps, which sorted it out.

At service we needed fuel, oil, rear brake adjustment and on Rich's suggestion, some adjustment to the front tyre pressures. The driver also needed sustenance, to replace the adrenalin!

First stage of the afternoon loop was Llangywer, near Bala, which would be a nice stage if it had not been re-graded with huge sharp flints and it took some time for me to get going again. The exhaust started to blow on this stage and checking at the stage finish, one downpipe was now loose on the port on the head.

Penllyn followed, with a better surface, but the exhaust meant we were not running at 100% and I stalled it at one of the hairpins. Trying to improve the exhaust situation before the final stage, I noticed that the back right tyre was on the way down and fortunately we were able to change it without any problems or loss of time.

The final stage on the way back to Welshpool was Dyfnant East, another lovely fast stage with lots of spectators, including our boys! It was great fun, especially with the tyres all up to pressure and a nice way to finish the event.

The early start for the Historics, also meant that our part of the event finished mid-afternoon and we were able to pack up and get away at a reasonable time. Fortunately, we had booked a cheap hotel about half way home as the driver did run out of energy and was happy to take a break, have a nice meal and go to sleep dreaming of 'ditch hooking' and 'left foot braking!'

Hugh and Debby Myers
Saab 96 V4 – car 267

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months ago, new tyres 12 months, discs three months. Refurbished gear change bush. MOT 30 June. Taxed October. Hood leaks around the bottom corners of the rear window. New convertible prompts pre-summer sale. £2300 ono. Tel: 07946 632869. See website.

900T 16S Aero Automatic

1990, Talladega Red with immaculate tan leather interior. E/W, ESR, ccl. Always serviced and maintained by main dealers and specialists with full records and invoices. 88,000 miles with all MOTs. Has enjoyed windows out and doors/bonnet/boot off bare metal repaint by Chris Wood of Littlehampton (Saab and Ferrari approved shop), new door cards, headlining, parcel shelf, wheels refurb, stainless steel exhaust. Been maintained to the highest standards and never bullied. Agreed insurance value £8000. I have not seen a better one. It is as good underneath as on top. Vendor SOC Member. £7,500. Tel: 01243 584076 (West Sussex).



9000

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HISTORIC RALLY

Call for entrants!

To get you in the mood for the 2012 Roger Albert Clark Rally, some never published amateur shots from the 1962 RAC of A Andersson and Erik Carlsson on the Wyhop stage. This November, the Saab Historic Rally Team will be celebrating the 50th Anniversary of Erik Carlsson's hat-trick of wins completed on the 1962 RAC. We set the bar high for this third team assault on the rally - looking for ten cars.

We have had a great response already with seven crews signed up to date and interest from many more both at home and abroad. It's going to be a Saab spectacular again with three Two-Strokes three V4s and a 900 so far.

The organisers will shortly be announcing the route and entry criteria, Team entries will be due shortly after that.

On Friday, 23 November, the event will probably be centred on a rally HQ in the Pickering area. The organisers are suggesting stages at Oliver's Mount and Croft Circuit on Saturday, 24 November - both offer great spectating possibilities. If you're lucky enough to live close to the venues bring your Saab along and support your team. Looking forward to seeing old and new faces on the rally event of the year.

Jim Valentine

To find out more about the team email: xandj@btinternet.com

To find out more about the event visit: www.rogeralbertclarkrally.org



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We Need Your News!

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

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