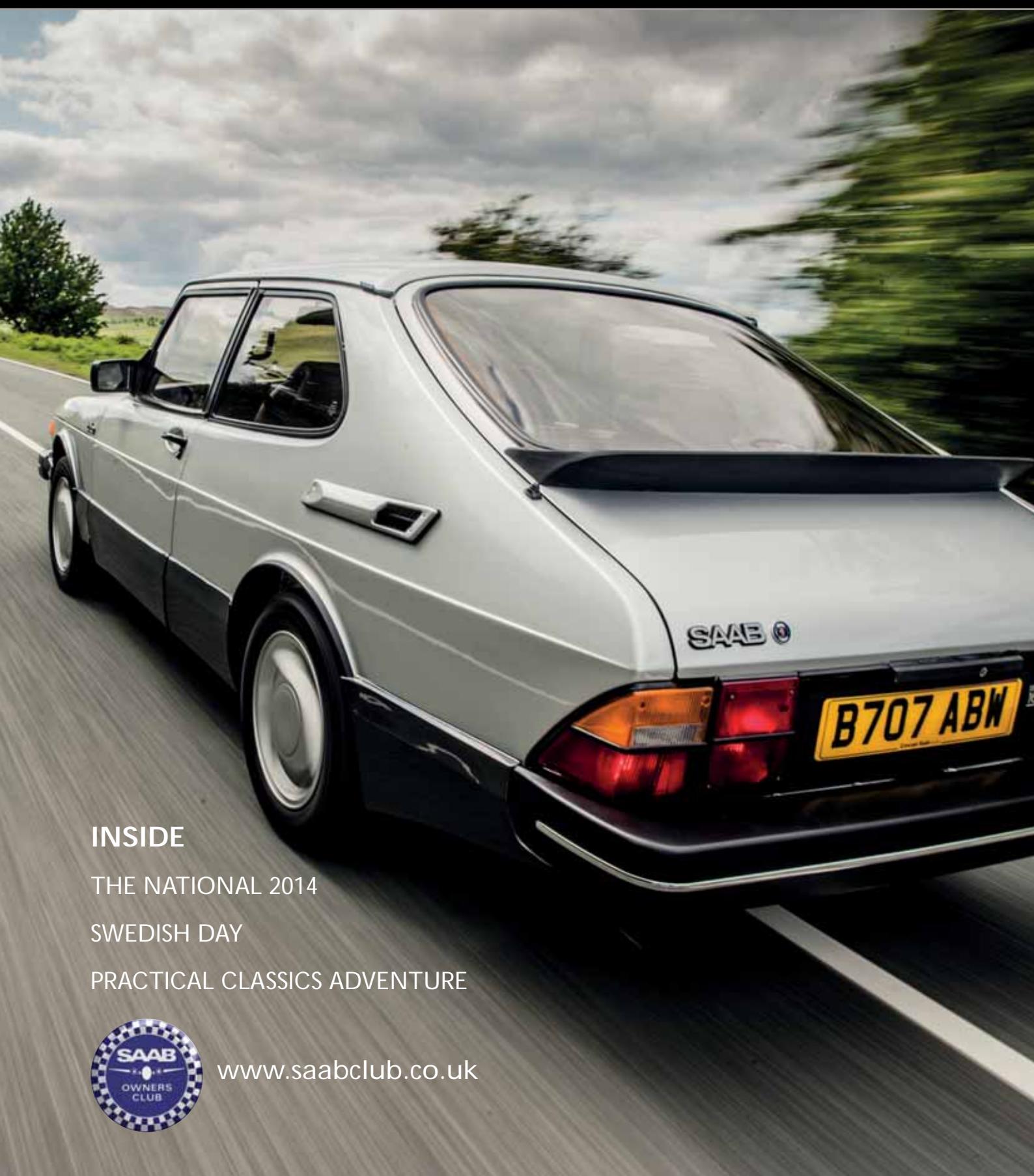


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SAAB DRIVER

The Magazine of the Saab Owners Club of Great Britain Limited



INSIDE

THE NATIONAL 2014

SWEDISH DAY

PRACTICAL CLASSICS ADVENTURE



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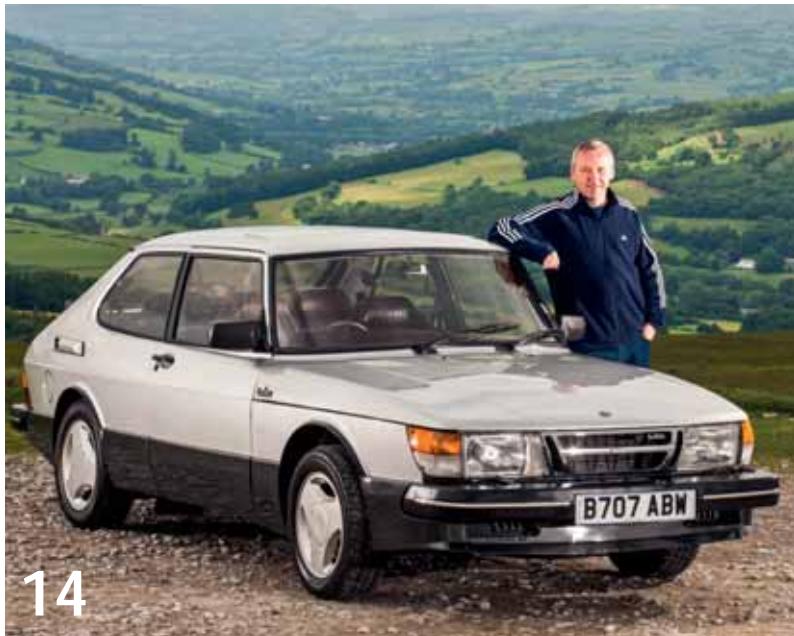
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FRONT COVER:
Chris Redmond's restored 900 TI 6S

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 25th October 2014 at Humberside Saab, Hessle, East Yorkshire.

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 16th August 2014.

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).

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Please quote your Membership Number on ALL correspondence

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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

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DEADLINE DATES FOR CONTRIBUTORS

Aug/Sept 2014 27 June 2014
Oct/Nov 2014 22 August 2014

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

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CLUB VALUATION SCHEME

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

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

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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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STEERING WHEEL



Hi Everyone,

Having acquired a 9-3 convertible for the summer. There has been some nice weather in which to enjoy the fun of driving with the top down. Once the problem of getting it down was solved (see 9-3 register), when driving along the motorway the wind 'grabbed' the tax disc and it took flight, but fortunately it was sucked into the drivers footwell, much to my relief.

The Club has recently seen some excellent weekends organised by the local Groups, read Ellie's 'Around the UK', and the NW group has seen the revival of Classic Car Shows. There was one



at Glossop (report in the next 'Driver') held in glorious sunshine with 10 cars on show including five convertibles.

Dragon Saab Group's 'Saab Spring Roll' Swedish Day in its new location was a huge success and in the next few weeks the 'Peaks and Dales' and the 'Saabs on the Marches' take place.

Congratulations to Chris Redman, whose restored classic 900 came third in the Restorer of the Year award at the National Restoration Show at the NEC (see page 14).

Alex Rankin in his role as publicity officer has informed me that in the 21st May edition of Classic Car Weekly there is a two page Buyers Guide, which he helped to formulate. With this guide, and Chris's award at the National Restoration Show, the Classic 900's profile will be raised and hopefully attract future buyers.

As I stated in the last issue of 'Driver', The National for 2015 is in the planning stage and it is hoped to include a moving car event, possibly a track day.

The National this year is in July and is organised by the East Anglia regional Group under the direction of Derek Best and Rachel Hillier, details and booking details can be found on page 27. So get your bookings in as soon as possible.

Rich Simpson is still not fully recovered, but continues with his valuable motorsport contributions in 'Driver' and made a welcome return to the board meeting in April.

That's all for now folks.

daveg

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UK PETROL SALES AT RECORD LOW

But will winter heating switch-off revive demand at the pumps?

Sales of petrol in March plummeted to their lowest on record despite an average price below 130p a litre. A year ago, petrol sales hit the previous lowest point following the second coldest March on record and pump prices reaching 140p a litre, AA research reveals.

Latest petrol sales figures from HM Revenue and Customs show that UK drivers this March bought 1.367 billion litres compared to 1.375 billion last March. Diesel consumption (including commercial use) in March rose to 2.230 billion litres compared to 2.109 in the same month last year.

Collapsing petrol demand has led to a 24.7% reduction in sales during the first quarter of this year compared to the same period in 2008, just before the credit crunch. Between 2008 and 2013, the number of registered petrol cars fell 9.7% – a reduction of 2.029 million cars.

Despite a 40% increase in registered diesel cars boosting numbers by 2.901 million cars between 2008 and 2013, HMRC figures show that diesel fuel sales (including commercial use) between January and March this year were only 5% higher than in the same period of 2008.

The AA believes the new record low in UK petrol sales may in part be explained by the reaction by households to the

budgetary squeeze from domestic energy price hikes. Petrol price surges of up to 10p a litre, triggered by commodity market speculation from 2011 to late 2013, have shown that families and businesses reduce car fuel consumption when they need to stabilise their spending.

If domestic energy bill increases have helped to put the brakes on road fuel consumption, that should be starting to ease off now. An AA-Populus Home Panel survey of 1,700 members in late March found that April heading into May is the point when households turn off the winter heating.

"Petrol sales have hit their lowest on record when pump prices were at a three-year low, the weather was relatively warm and dry, and the economy was showing signs of recovery. This was not the freezing, miserable, 140p a litre March of the year before," says Edmund King, the AA's president.

"Either the fear or reality of gas and electricity price surges has triggered an avoid-the-petrol-pump backlash to balance family spending or the trauma of speculator-driven road fuel price spikes over more than three years has seared into the psyche of the UK driving consumer. We may find out in the next couple of months as the boilers and heaters are turned off – and drivers look forward to summer motoring and trips out."

INSURANCE MATTERS

SOC Insurance's Neil Franklin talks about their presence at the National, their quote ability and a new online Breakdown facility

Well, show season has started and we've had the privilege of attending a couple of events already, supporting our main club partners. We rarely sign any business up on the day but it's always a joy to meet members, to fly the insurance scheme flag and to remind you that we're here to help. Of course we particularly look forward to the Saab National in Suffolk next month and Paul will be giving out some new Chris Knott freebie pens, so make sure you come over to our stand on the Sunday to grab yours. He'll also have facilities available to sign-up members for our UK Breakdown Cover on the day.

More news on SOC Breakdown Cover later, but in the meantime I wanted to give you an update on the performance of the SOC Insurance scheme to show that it really is worth including us in the mix when searching around for cover.

SOC Insurance is as much about solid insurance advice, first-class service and support as it is price but I'm still pleased to report that the club scheme remains competitive against the rest of the market. In fact we're signing up more members now than before with 54% of all new enquiries proceeding to purchase. Coupled with a renewal retention

rate of 83% this shows that we really do have the deals available for members – whether it's modern car, classic car or multi-car cover that you're after. And we continue to share our earnings with the club for every policy that goes ahead. We're also constantly negotiating concessions and criteria relaxations with the insurers on our panel, so please rest assured that we're making every effort to help more members to take advantage of our services.

Now back to the SOC Breakdown Cover – we've just placed this online as a complete quote and buy system so you can arrange cover for the cars in your household at any time. Remember that Saab Owners Club members can benefit from our BUY ONE GET ONE CLASSIC COVERED FREE or BUY TWO GET ONE CLASSIC COVERED FREE offers and these are available online too. Simply visit our secure server at www.chrisknott.co.uk/saabrescue for details and to run a quote through.

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MOTORING NEWS

NEW REGULATIONS CLOSE THE HARWICH ESBERG FERRY

DFDS' historic passenger ferry route between Harwich and Esbjerg will close on 29 September 2014. The route has been struggling for a long time with high costs, loss of passengers and freight being switched to road transport. The route is therefore unable to bear the additional costs that a new environmental law will bring.

DFDS has worked hard to cut costs on the route to make it more competitive: "Unfortunately we haven't been able to reduce costs enough to enable the route to bear the very high additional costs of around £2m a year," says DFDS CEO Niels Smedegaard. "This is what the new environmental law and the requirement to use low-sulphur oil will cost based on current oil prices from 1 January 2015.

Unfortunately, 29 September will mark the end of an era and the possibility of sailing directly from Harwich to Esbjerg, Denmark, on the historic ferry route that opened in 1875 with the inauguration of the port of Esbjerg.

"The route is of particular historical significance to DFDS so it's a very sad day for us all. Our regrets go to our many

passengers who must now see the last passenger ferry route between the UK and Scandinavia close. It's also regrettable that up to 130 jobs on board and ashore will be affected by the closure, even though we are fortunate that we can offer jobs to everyone onboard on other routes."

It would appear that the shortest route to Sweden will now be Harwich/Hook of Holland followed by a long drive across Holland, Germany and Denmark, unless our readers can offer any better alternatives? Editor.



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POSTBAG

A nice Saab story spanning twenty-three years

In 1991, I purchased a Saab 900 Turbo, three door Auto. Registered in 1983 (A955 RYU) and in super condition. The unique Saab styling impressed me straight away and the novel positioning of the ignition switch made this a very different car. I joined the Club and my girlfriend, Cressy, and I attended many Saab meetings in Norfolk for about two years. In that time, the 900 was a wedding car for my mother-in-law (white ribbon job!) and had many battles with 2.8 Capris etc. Those were the days! Due to a few mechanical failures (new torque converter) and then drive shaft issues, I sold the car.

A year after this I married Cressy and high mortgage rates for our home kept things tight for a while. I then had a long spell in the car trade, buying, selling and hiring cars. With two dogs we were leasing small MPVs such as Scenics and Picassos, and then in 2003 I came out of this career to become a house husband.

Whilst waiting for our first child I had a part-time cleaning job and also worked renovating our cottage. Eventually, in 2006 Patience, our daughter, was born and two years later our son, Oscar.

For the next six years, we promised ourselves a 'Prestigious Car'. I was driving a Citroën Picasso C4 Grand 1.6 petrol VTR. Uneconomical, but handy with seven seats.

At the beginning of March this year, a reputable dealer in my



home town advertised a Saab 9-3 1.9 TTID Turbo Edition SportWagon in the local paper. I knew the time had come and, as a family, we went to view it.

The 9-3 was in Carbon Grey metallic, black leather interior, stunning refurbished alloys and showing only 31,000 miles. My children loved it and sitting in the car seemed very much the same as my old 900 Turbo. The 9-3 is a late 2010 model (60 Plate) demo and one owner (full Saab service history) and looks superb. Although on the test drive I didn't push the Saab, I knew it was quick and handled well. After checking out things with my mechanic, we bought the car.

We have now had our 9-3 nearly a month. Very economical (45-50 mpg), cheap to insure and tax, and very fast! As a family we are very proud to be Saab owners and have again joined the Saab Owners Club. One of my friends described the 9-3 as 'awesome' and far better value than any BMW or Audi! Every morning when I wake up, I pull back the curtains to view my beautiful SportWagon.

I'm now looking forward to the National in Suffolk in July. I will be there with my family and two whippets. Long Live Saab! Please keep this unique and special brand going.

Andrew Sadler

Welcome back to the Club Andrew – Ed



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9-5 Charging Circuit Failure

My 2003 9-5 2.3t Vector auto (petrol), with 125,000 on the clock was bought in 2011 and has performed generally well.

But I now have a baffling problem. Two months ago the charging circuit failed enroute from London to Oxford, where the local Saab specialist Belsyre Garage diagnosed a failed alternator and replaced it with a reputable aftermarket version. They tested the circuit and the battery and assured me all was OK, but the battery sign still flickered a little on the dashboard. Four days later the car packed up again on the M11, although the actual breakdown was heralded by every warning flashing except the battery indicator!

Buckingham and Stanley in Cambridge then said that the replacement alternator had been a dud, and replaced it with a Bosch (I think), also testing everything. To their credit Belsyre then gave me a full refund.

All then went well for six weeks, when on leaving some shops in Cambridge the battery light and warning triangle appeared briefly. This made me cautious and I drove to Two Stroke to Turbo only to find them closed. On continuing towards London on the A1M the familiar lights of first ABS, then engine, then airbag all appeared (but again NOT the battery light) and it was clear that a breakdown was imminent. The car was ferried to my home in London and will now be taken to Two Stroke or to Buckingham & Stanley.

It seems to me that the chances of three alternators failing independently within eight weeks are extremely low, and that there must be some underlying cause. I must discover this or it will not be worth keeping the car – and I shall have to refund Belsyre now!

Chris Hill

It's unusual for alternators to fail on 9-5 petrol models so I suspect it could be a wiring fault, poor earth connection. The wire which gives a live feed to the alternator could be broken or a poor connection so it needs carefully checking.

A defective battery that has an internal intermittent short could also be a factor, as the battery voltage reduces ECUs will begin to shut down due to low voltage.

9-3 at Full Volume!

I have a question regarding the radio on my 9-3. It's a problem that's got increasingly worse and annoying! The radio has started turning itself up to full volume, then cutting the sound and/or changing channels whilst also telling me there's 'no disc'. Could this be the paddle switches failing (unlikely both at the same time I would have thought) or a fault in the wiring going from the steering column to the radio? Have you had any experience of this?

Tony Cook

Yes, I have had this problem before, you are right in your theory that its either the s/wheel controls or the connection from them to the s/column.

This can be checked with tech 2, it is probably the contact unit behind the steering wheel.

pressure bleeder such as the Gunson.

The leak is possibly from the seals that connect the pipes and reservoir to the cylinder unit. Seal kit for the cylinder is no longer available, however they be obtainable from other sources.

It is not common for leakage to occur from the internal seals.

In the event that removal is required:

You need to remove the clevis pin that connects the pedal rod to the unit from inside the car, access by removing the lower dash panel and lower the fuse box.

Remove the battery tray etc, syphon brake fluid from the reservoir, or on a manual car remove the clutch master cylinder hose, raise the car, remove nsf wheelarch liner, unplug pump connector and other wiring plugs, remove the four nuts securing the hydraulic unit to the bulkhead and remove the unit.

9000 Master Cylinder Seals

I have noticed drops of brake fluid on the underside of the brake master cylinder on my 9000 Aero, also there appears to have been a trickle of fluid that has run down the outside of the servo. I suspect at some time the brake master cylinder seals have let past.

At first glance it looks like a difficult job to change the master cylinder as access is virtually none existent, so the questions are; can the master cylinder be changed without removing lots of other items as it appears that the engine and transmission would have to be lifted out. Secondly, as the car is fitted with ABS, if the master cylinder is changed, can the system be bled at home. I have read in one manual for a different car, that if air gets into an ABS unit, it is impossible to bleed the braking system, not a nice thought for the home DIY mechanic. Are new seals available, or is it a complete unit change?

Philip Bye

It will not be necessary to remove the engine. Firstly, I suggest you clean the unit and establish where the leakage is, if it's not significant I would not worry, when drained it can be bled with a

Strange noise on 9-5 Aero Estate

I'm asking this on behalf of friend who has had a noise developed in the front end of my friends 2004 9-5 Aero Estate, although I have a 2002 9-5 Aero Saloon. I'll try to describe it: it sounds like a slow 'wo - wo - wo'.

It seems to be related to the speed of the wheels rather than the revs of the engine, as it continues to sound when the car free-wheels. It is not obvious which side the sound comes from.

My thoughts are that it is a wheel bearing starting to fail. It does not seem to alter with steering and it does not click as a CV joint might.

What do you suggest? If it is a wheel bearing, how could you say which one it is?

Elfed ap Gomer

From your description I would say it most certainly is a wheel bearing. To determine which side can be difficult unless roughness can be detected when spinning the wheel when on a lift or jack.

Also, they are load sensitive, so if the noise reduces when cornering right it is probably the osf bearing as the noise reduces with the weight off the bearing.

If you continue to drive the vehicle the noise will increase and it will become more obvious which side is causing the problem.

Griffin 9-5 Petrol Vibration Sorted

Many thanks for the suggestions to my problem. I appear to have sorted it!

New front wheels, tyres and torque rod bushes all improved things, but didn't completely cure the vibration.

When I looked at the subframe bushes, dropping one side at a time, they seemed to be in very good condition. (I found a thread on a US forum advising that 2001 car sub-frame bushes are much better quality than subsequent ones).

A couple of recent engine misfire episodes led me to suspect the DI cassettes. They had both been replaced by a previous owner in Jan 2008 at 52,000 miles. Now at 103,000 miles there was oil leaking from the cassette above cylinder 6. So I took a deep breath and bought two new ones from Saab. The vibration has gone and the car performs significantly better. I wonder if the V6 cassettes wear more quickly because they are fitted at an angle with the vee of the engine, rather than horizontally with a straight four?

Surprisingly, the recent misfires (both lasting about five seconds) didn't cause the engine warning light to come on.

Brian Hill

I am pleased to learn that perseverance paid off in the end.

As regards to the check engine light, a fault has to exist for a period of time so a random misfire may not cause the light to come on.

Your feedback is appreciated as it will be of interest to other Saab drivers.

TECHNICAL TIPS

Saab 9-3 steering u/joints 2003 onwards

This component often becomes worn and can cause stiffness turning, steering and play in some cases, the universal coupling takes about an hour to replace.

In many cases, the cause of failure is the water drain from the bulkhead which drips onto the joint, washing away the lubricant which then causes wear and corrosion.

My suggestion is that this joint is greased periodically and that should prevent failure.

Saab 9-3 2003 onwards diesel engine, be careful not to overfill engine oil

As the dipstick is not easy to read, beware of overfilling engine oil, serious damage can occur if excess oil finds its way into the breather system which then will cause the engine to increase out of control, as it's now consuming the sump oil. Some drivers when a check engine light comes on think wrongly it needs oil adding, this is a risky assumption and possibly a fatal error.

If this starts to happen, it will not be possible to stop the engine without stalling it, as its now not being controlled by the engine management system.

It is possible that the engine speed will continue to increase till either the oil runs out or the engine fails due to higher engine speed than normal.

We have a 2008 9-3 1.9TT which has basically self-destructed, con rod through the side of the cylinder block, when we drained the oil there was at least eight litres in the sump instead of the normal five.

There are some concerns that lots of short journeys on diesel cars fitted with a DPF (particle filter) cause the auto regeneration to happen frequently and somehow diesel fuel contaminates the sump oil thus raising the level.

I can't say that I have seen any evidence to support this theory. However the vehicle mentioned in this article had far too much oil in the sump.

The vehicle had covered 49000 miles and was serviced three months ago, the owner when questioned said he had not added any oil, so either it was overfilled when serviced or it has been contaminated with diesel fuel.

Another point is on the 1.9TDI. You should always use DX2 5W-30 and in the 1.9TT 0W-40, these lubricants are specially designed for models with particle filters DPF.

I would be interested to know if anyone has any thoughts about this or experienced any similar symptoms.

Richard Elliott

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SWEDISH DAY A NEW VENUE AND A GREAT SUCCESS...

On Saturday 10th May, there was a Swedish Day road trip, organised by Etienne from Huy, (Belgium). Sadly, due to unforeseen circumstances, he could not make it, but the run went ahead as planned, starting from the Swedish Day new location of Haselbury Mill.

Cars set off just after 11.00am and the first stop was Muchelney Pottery, a great local pottery (www.johnleachpottery.co.uk), where we had a small tour of the facilities.

The tour then went through many country villages and the town of Ilminster before stopping off at Perrys cider (www.perrycider.co.uk), where we all had a planned lunch which was fantastic with everybody enjoying the food.

After the run, we all headed back to our various accommodations to get ready for dinner at the mill. We gathered in the bar at 7pm and then moved on to the restaurant at 8pm where we had a three course carvery. The food was out of this world and we look forward to doing this again next year.

Next Day... the main event

12 months planning certainly showed as the event was a great success. After a very pleasant drive down the M5, even during the obligatory 50mph road works which seemed to go on for ever, I just instinctively knew this was going to be a cracking event. On arrival at the very pleasant new location of Haselbury Mill, which is just a couple of miles from Crewkerne, the welcome post was staffed by our very own Alex Rankin, and Azzy Morley. For the first time ever, a small charge was made to cover costs, with the balance being donated to Cancer

Research, which I am sure you will all agree is, as are many other charities, a very worthwhile cause.

Welcome at the gate completed, it was time for a bacon buttie, but not before I stopped for a natter with some old friends. One of the first stops was with Chris Hamley and Lorraine, with Richard and Donna Carpenter. Chris was sporting a very nice 99 Turbo in Red – totally original, which looked amazing. He told me he had known the car for virtually all its life, and he may have just sold it to some lucky person in Derbyshire. I hope they enjoy and look after this fantastic car, as they are very desirable, not just amongst Saabists, but in the general motor vehicle world.

Alex Rankin had a nice 9000 flat front parked up, he told me that there are only six left in the UK! There were all manner of cars rolling through the gates, from Sonnets right up to a modified 9-3SS and I even saw a couple of the new 9-5 saloons parked up. A very fetching 9-6 pickup caught my eye – it was sporting either the work in progress look, or the ‘that’s me





finished look'... you decide! I also spotted a 9-3 with a very interesting paint job (which did actually suit the car). It caught a lot of attention, as did the 9000, fully liveried... looked really smart. The line up of the Saab Enthusiasts group entrance was headed up by Pete Briggs and amongst the cavalcade were Mike and Norma, Iain and Hazel, and a load more from SEC (who coincidentally held their AGM not too far from the Swedish Day event) at which point I remembered that I still had NOT had my bacon sandwich, so with my mind fixed on stuffing my face, I headed over to the restaurant while being called from all angles for a quick chat... sorry... I had to make excuses to go and stuff my face! I made amends with everyone on my way back, and we

are all great mates again, unbelievable but true! On one of my many stops and talks I was having a chin wag with Mark and Carol Gardiner. He has a stunning 9-3 Aero in red, and a Turbo X to die for (I think he is my new best mate). Anyway while chatting away and me buying an elk sticker off him, his wife pipes up, 'we have a stuffed elk at home....we call him Elli!' Some mates...!

I hope you enjoy all the photos, and most importantly I hope to see you somewhere this year at an event. Oh and a final well done to the guys from the SouthWest Saab Group: Alex, Robin, Azzy and Kerry, you have done yourselves proud... Swedish Day 2014... SUCCESS!!

Elli



A SAAB 900 TURBO PRACTICAL CLASSICS ADVENTURE



Well what an adventure it's been for me with my classic 900 T16S. It's hard to believe that when I started restoring the £150 wreck in June 2008 that I would set out on an adventure that would see me being a finalist for the coveted Restorer of the Year award at the 2014 National Restoration Show at the NEC.

The story of my restoration has already been featured in 'Driver' magazine back in 2011 so I'll not go into too much detail but will surmise for those who didn't read the story first time around.

17 years ago I bought my first Saab from an independent Saab specialist in South Wales, a lovely base model 1990 Cherry red example. Having always liked Saabs but never having owned one myself, my wife and I were watching Top Gear and in that week's episode Quentin Wilson did a great feature on the Saab 900 and how they were now great value and very affordable. As our ageing Volvo 360 was due for change we wanted another Swedish car. The replacement for the Volvo 360 at the time would have been the 440/480. So we set about finding a good example. After weeks of hunting and looking at a few shortlisted examples we were less than enamored by the build quality of these cars and the quality of materials used in the interior.

The TG feature put the 900 within budget so we looked around

and found our first 900, it had everything we wanted to be the Volvo's replacement, so the deal was done. This started my love affair with the classic 900 and Saabs in general. I've now owned 13 Saabs and most of those 900s, so to say that the first 900 made an impression is an understatement!

So let's get back to the story of my T16S. This particular car was in the corner of the garage of the specialists when I bought that first 900. It was in a bad way back then with a broken gearbox and accident damage. The proprietor of the garage had shown me around the car explaining that it was quite a rare example due to it being a flat front and having the rare early red dash board and Colorado red leather interior. I never forgot about the car and always wondered over the years what had become of it.

Fast forward on to 2008. I was passing the garage and noticed that the doors were open so decided to pop in to see what had become of the car. The proprietor had closed the business many



years ago due to ill health and was having a clear out. To my amazement the T16S was still in the same corner, covered in parts. I told the owner about the many Saabs that I had owned and asked him what was to become of the now very sad looking 900. He told me that it was about to be scrapped in the next week. I asked him to sell it to me for scrap value and he agreed. I also managed to build into the deal as many spare parts as I could cram into the boot of the car to help me with its re-commissioning since many parts were missing as it had been used as a donor car to keep his customers cars on the road.

I really didn't know what I was taking on as I had never restored a car before and had very basic spanner skills. But never the less I had to try and save it. My wife was six months pregnant at the

time, so my timing wasn't great. My wife, although very understanding, was slightly less than impressed with my purchase, but I insisted that light re-commissioning would have the car roadworthy in no time at all. However when the car turned up on a transporter, covered in grime from its 20 year slumber, I knew I was in trouble; the car obviously needed a full restoration.

The restoration then ensued – what a huge learning curve. It took two years of every evening and weekend in my tiny single garage. I did all of the work myself with exception of a replacement front wing and the exterior re-spray and after two years my hard work was repaid with the issuing of a MOT certificate. This wasn't the end however, as then it took me another year to really finish the car as it would continually break,





hardly surprising for a car that had been off the road for nearly twenty years.

So after three years, the car became reliable and even started to win awards, twice at Swedish Day UK, with People's Choice in 2011 and the Sponsors' Choice in 2012. At last I was starting to enjoy the fruits of my labour, I was extremely pleased and didn't think it could get any better.

2013 turned out to be an amazing year. As a subscriber to Practical Classic's magazine of over 20 years, I was very impressed to see our own 900 Registrar Alex Rankin featured with his lovely 1982 5dr 900 T8 in the Readers' Cars section with a full-page picture and text. As

Alex is a good friend of mine I contacted him to congratulate him on getting into the largest selling classics magazine in the UK. Alex suggested that I should send in my story to PC magazine as they would almost certainly be interested. I didn't think they would though and didn't do anything for a couple of months. On a Friday evening after a glass of wine I felt brave enough and thought, what the hell, lets send it in, I really didn't expect them to be interested, but as the saying goes, 'if you don't ask, you don't get.'

I forgot about the email (nothing to do with the intake of wine, honestly!) and the weeks rolled by.

Forward onto April, now as well as the T16S I also had a 1991 classic convertible (this now resides in Sweden, but that's another story!) and had been asked by Great Western Saabs Club if I would display the convertible on their stand at the annual Bristol Classic

Car Show, the oldest classic car show in the UK. I was honoured to be asked and duly obliged; well it would have been rude not too!

After a long day of set up, all of the exhibitors retired to the hotel for food and a well earned drink. As it had been such a busy day I had failed to check my phone and noticed that I had a missed call and answer phone message.

The message was from none other than Neil Campbell, the senior writer of Practical Classics magazine. He said that they would like to come and do a Readers Restoration Story of me and my car, this being the main feature of the magazine. I could not believe it – I was physically shaking with excitement and even

went as far as shouting and waving my hands in the air. Being in the pub at the time everyone

must have thought I'd taken leave of my senses! A call back to Neil and we had the interview and photo shoot scheduled for June. It felt like an endless wait waiting for June to come but when it did I was not disappointed. The interview was carried out at my home and Neil and I quickly built a rapport, it helped that Neil also has two classic 900s. It also turned out that the photographer also loved the classic 900 having owned many himself in the past.

Interview complete, it was time for photos. I was asked prior to the shoot to come up with suggestions of where the shoot could take place, we would need good scenery and open roads to allow photos to be taken by a 'chase vehicle'. In my mind there was only one place suitable, The Brecon Beacons National Park. The

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backdrop of the Brecon Beacons turned out to be the perfect location and we had a brilliant day 'staging' all the shots.

With the big day over I just needed to wait for the magazine to come out. I had a long wait with my feature being set for the November edition. As the magazine was on sale at the same time as the National Classic Car Show, Ellie asked me to display the car on the SOC stand. Of course I was over the moon again and duly agreed.

The magazine hit the shops and I was not disappointed, the pictures were amazing and the story came across really well. It was a fantastic buzz to see my car on the cover of a magazine whenever I went into the local newsagents or supermarket. I did spend some time hanging around Asda's magazine section in November hoping that someone would ask for my autograph, sadly no one did!

With the magazine feature done, I thought that was the end of me and the story of my 900 but I was wrong. As my story had been a feature for PC magazine, I was automatically entered into the competition for PC's Restorer of Year award. In total 24 cars were entered into the competition. The 24 were shortlisted down to nine via a postal vote in January and February's magazines with the tenth car being selected via an online wild card vote. The final 10

would then go on to display at the NEC National Restoration Show in April with the winner being decided at the show by visitors voting on the stand over the weekend. I really didn't expect to get to the final as my car was the youngest and was amongst some truly outstanding cars restored by seasoned restorers. To my complete disbelief I won the postal vote, but not only did I win the postal vote but also the internet vote with a majority of over 400 votes.

The magazine was absolutely blown away by the outcome and the popularity of the Saab against the more traditional classic cars.

On to the NEC Restoration Show. With the car being a real practical classic I drove the 900 to the show turning down the offer of transport. I did question myself about whether I should have taken the transport offer as come the weekend of the show I was very nervous taking the car on a 100 mile trip. If anything had happened it would have been a disaster. Thankfully though it went well and the car performed faultlessly.

As the other finalists arrived, many of which were on trailers, I realised that I was really out of my depth with the stunning contenders for the Restorer of the Year award. On Saturday, the show opened its doors and the stand was swamped by thousands

of visitors, all of whom seemed to be making a beeline for our stand. By a stroke of luck, I ended up with the best position on the stand being at the very front in 'pole position'. The 900 was really well received and I had many nice comments about the car which was very flattering, especially as most of those attending weren't 'Saab people'. Also, one of the many visitors to the stand was none other than Quentin Wilson, the motoring guru that was instrumental in leading me to Saab ownership all those years ago. He was very passionate about Saab and the 900, as he described in the TG feature 'The Rock of Ages'.

On Sunday the voting closed and the winner would be announced at the end of show on the main stage. The winner would not only win the trophy but also £2,200 worth of tools, so the competition was fierce. We all had great fun though with great banter throughout.

With the voting closed we were all asked to gather at the main stage for the winner to be announced. Everyone was very excited and also nervous as we all went up onstage. Onstage we were all asked, in front of the huge crowd, about our cars by Danny

Hopkins, editor of PC magazine, before Mike Brewer (Wheeler Dealers) and Vicky Butler-Henderson (Fifth Gear) presented the award. Also on stage were the PC journalists and the actor

Chris Barrie (Red Dwarf, The Brittas Empire).

Finally the moment we had all been waiting for and the winner was announced, sadly it wasn't me, but a beautiful Volvo P1800 which was Simon Templar's actual car from the Saint that had been restored by the Kevin Price, President of the Volvo Enthusiasts club. Second place was a stunning Triumph GT6 by a seasoned husband and wife restoration team. My car came third; I couldn't believe it and PC were over the moon with my achievement. A really good result for a first time restorer and also for a Saab 900. I think this outcome really cements the classic status of the 900 and all Saabs within the classic car community and hopefully will encourage many others to go out and buy and preserve older Saabs.

On a parting note we will have an SOC stand at this show next year in March, if you have a 'barn find' or project please contact me if you are interested in showing your car. My contact details are in the regional section of 'Driver' under Dragon Saab.

I hope you've enjoyed reading my 'adventure'; it's been an amazing ride.

Chris Redmond



WHAT'S ON

JUNE

13th – 15th

Saab on the Marches tour

A weekend's driving tour taking in the beautiful Welsh countryside of the Brecon Beacons and Wye Valley.

15th

The Bury Car Show

An excellent event held at Newton Park in Bury (Colin and Mo showed their wonderful T16s last year) – A show which combines the Old and the new www.buryretrocarclub.co.uk/carsonthegreen.php

29th

South West Saab

We will have a Club stand at the 'Yeovil Classics'. Please see our events page at www.southwestsaab.co.uk for full details.

JULY

18th – 20th

Saab Owners Club

NATIONAL

This year's National will be held at Haw Wood Caravan Park and High Lodge Leisure Park, Hinton near Darsham, Suffolk. See page 27 for full details.

AUGUST

8th – 10th

Saab International 2014

Gdynia, Poland, www.intsaab2014.com

22nd – 24th

South West Saab

South West Saab will have a Club stand at Car Fest South, please see our events page at www.southwestsaab.co.uk for more details.

All correspondence to:

STEVE TRIGG, Group Liaison Officer (Midlands)

18 Cleveland Avenue, Draycott, Derbyshire, DE72 3NR.

Tel: 01332 872302 E-mail: stevetrigg@btinternet.com



OCTOBER

25th

SOC AGM

Humber Side Saab, Hessle, East Yorkshire.

NOVEMBER

15th – 17th

SOC at the NEC CLASSIC CAR SHOW

The Biggest and best Classic car show arrives at the NEC Birmingham, please do visit us on the Saab Owners Club GB Stand.

Please e-mail any events to Steve Trigg, giving dates, times, locations and a contact name, number and e-mail. The deadline for 'WHAT'S ON' in the Aug/Sept 2014 issue is 4th July 2014.

PLEASE QUOTE YOUR MEMBERSHIP NUMBER ON ALL CORRESPONDENCE.

Regional Group Meetings and Contacts

BEDFORDSHIRE, HERTFORDSHIRE & BUCKINGHAMSHIRE SAAB

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

Contact: Christian Sawers T: 01525 402749
E: bedsbuckhertsaaab@gmail.com

CHESTER, NORTH SHROPSHIRE & STAFFORDSHIRE SAAB

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

Contact: Chris Boffey T: 01270 624659
E: sc.s.branch@ntlworld.com
www.2csaabbranch.org

CUMBRIA SAAB

Contact: Margaret Halstead T: 01946 812604

DRAGON SAAB

hold their Club meetings every first Tuesday of the month from 7.30 onwards at Ty Nant Pub, Ty Nant Road, Morganstown, Cardiff, CF15 8LB

Contact: Chris Redmond T: 07970 000164
E: red_one900@hotmail.com

EAST ANGLIA SAAB

hold their Club meeting every first Thursday at The Woolpack, The Street, Fornham St. Martin, Bury St Edmunds, Suffolk, IP31 1SW from 7.00pm onwards.

Contact: Rachel Hillier T: 01379 740 158
E: sootysaab@aol.com

EAST MIDLANDS SAAB

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

Contact: Peter Briggs T: 01623 432531
sonnett2stroke@sky.com

EAST SUSSEX SAAB

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

Contact: Toby Field T: 01323 460 363
www.eastsussexsaab.co.uk

EBOR SAAB

hold their Club meeting every second Wednesday of each even-numbered month – 7.30pm for 8.00pm The Grey Horse PH, Elvington, near York.

Contact: Karl Moxon T: 01482 847120
E: 38mox@38mox.karoo.co.uk

or Chris Greenwood

T: 01482 562087 E: brindlegreenwood@gmail.com

LANCASHIRE SAAB

hold their Club meetings every second Monday of the month from 7.00pm-10.30pm at The Hesketh Arms, 81 Liverpool Road, Rufford L40 1SB.

Contact: Steve Alty T: 01772 769015
E: steve.alty@lancashiresaabownersclub.co.uk
www.lancashiresaabownersclub.co.uk

NORTH OF SCOTLAND

Contact: Derek Darnell E: derek@ddarnell.f9.co.uk

NORTH WEST SAAB

hold their Club meetings in Manchester every fourth Tuesday of the month. See website for meeting location www.saab-nw.co.uk.

Contact: Richard Elliott T: 01457 852 944
or John T: 0161 929 9155
www.saab-nw.co.uk

SOUTH WEST SAAB

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

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

SOUTH YORKSHIRE SAAB

Contact: Keith Long T: 01226 385 139
E: saabinn@virginmedia.com

WEST MIDS & 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: Rich Bone E: wmwsoc@yahoo.co.uk
www.wmwsoc.co.uk

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branches@saabclub.co.uk



Hello and welcome to the early summer edition of 'Driver', I hope you have been enjoying the pleasant weather we've been having, and I hope it continues for a while yet... anyway let's see what's been happening.

Saab Owners Club Winter Weekend 2014

This year's event was held at Himley Hall, which is located just outside Dudley in the West Midlands, thanks to Iain Hodcroft who organised a splendid weekend, and we all really enjoyed ourselves, the local area had plenty to offer from Cosford air museum, glass works and farm visits, even the famous Black Country Living Museum, which Mrs Elli and I attended. In this section are just a few pictures of cars that were in attendance, and as a date for your diary next year's winter weekend will be announced shortly. I hope to see you there.



£2,200, also a tool set. I decided to visit on the Saturday and went across to the stand, the only worry I had was the Volvo P1800 which I believe was the original 60's Saint's car.

To my not too surprised self, the results came in on Sunday and the very same Volvo won, followed by a Triumph GT6 – both cars looked as though they had never been driven on a road... EVER! The Saab 900 came in a very respectable third, bearing in mind the car had been driven (yes driven) from South Wales, and refurbished mainly by Chris Redmond, all in his spare time, congratulations are certainly in order. Maybe it's just me, but the competition title sort of suggests that the vehicle is actually used, not trailered and is actually used as a practical classic.. but they are just my thoughts. Moving swiftly on, there was a section for 'Barn Finds' at the show. These are cars that have recently been stumbled upon, and are about to go through restoration – a Saab 93b and a Saab Sport... what a rare sight!

But to be fair, I must commend Chris on his very reasonable words below, and his full report within this edition on page 14:

"It was quite surreal to see the relatively modern 30 year old Saab on display with cars dating back the 50s.

"I had many Saab fans come and see the car but by far most of the people who wanted to talk about the car weren't that familiar with the Saab 900.

"As this was the restoration show the majority of people attending were very much into the engineering, form, function and design of cars. Everyone loved the car and the fact it was so different to everything else there, I had many positive comments about every aspect of the car.

"But my favourite comment was that the shape of the 900 was very futuristic in its design compared to every other car of the era, so much so that it still looks good now. I had this said to me a few times, every time by people who don't or haven't owned one.



Practical Classics NEC 2014

We were absolutely delighted when one of our Members, Chris Redmond, told us of being shortlisted from literally hundreds of cars to be part of a poll, with a view to being whittled down to just 10 cars to appear at the NEC Practical Classic Car Show 2014. Naturally I posted the link on the SOC website, and various other Saab forums had done the same.

Well after an anxious wait, Chris told us all that he has been invited to the NEC. The prize to the winning car was to be



"Practical Classics have really helped us get the 900 to the forefront of classic car enthusiasts over the last year, and for that I am very grateful.

"Hopefully some of those that came to the show or that read the feature will go out and find a Saab 900 to restore or preserve...."

Incidentally, Chris

Redmond has volunteered to organise the Saab Owners Club Stand for the 2015 NEC Practical Classics event, and I will do the NEC Classic Car Show this November.

The most intelligent cars ever built.....

There is no point being impartial – Saabs are quite simply the best cars ever made.

How much proof do you need than a story of three decades of Saab dedication? Sarah Dawson explains:

"In the depths of rural Lincolnshire exists a rather special family of Saab obsessives called the Dawsons.

"Richard Dawson, a recently retired head teacher who lives in rural Lincolnshire, purchased his first Saab, a grey three-door 900 classic, in 1993 for his wife Penny, a retired teacher, with some book royalty money. Soon after that he purchased himself a blue 900 that belonged to a fish merchant.

"This unchecked enthusiasm for Saabs grew – since then the Dawson Saab family tree grew to include 14 Saabs.

"Richard's son Will, a GP, took up the Saab mantle purchasing an arctic blue Saab 9-3 sports wagon, while his sister Kat, a physiotherapist, purchased a black Saab 9 series. When asked to describe her car she replied: 'It's better and faster than Dan's'. NB.

Dan is her fiancé. He does not own a Saab yet!

"Penny now drives a white Saab sports wagon named Storm Trooper, while Richard drives an Aero twin turbo convertible in jet black.

"Not wanting to feel left out, Richard's daughter-in-law Sara, a journalist and copy writer, purchased a beautiful Saab 60 plate convertible in stunning white. She named him Marlon Brando because he belongs on the silver screen.

"All the Dawson's Saabs were purchased from Humberside Saab in Grimsby. This may be because they have fantastic hot chocolate making facilities, or that managing director Terry Smith is a good friend of the Dawsons.

"It's a pity other cars aren't built like Saabs."

Thank you Sara... very interesting. I wonder if there are any other households with more bragging rights than the Dawsons?

Back to the FIRST national...

Alex Rankin writes:

"As you know our group decided to return to where it all began (at least as far as the National is concerned) and organise a caravan and camping weekend at Netherdale camp site near Cheddar in Somerset.

"The site is still run by Vernon Mortimer, one of the very early Members of our Club, and since the recent passing of Vernon's wife, Yvonne, is now helped by his daughter Tricia.

"We were blessed with fabulous weather throughout the whole weekend, with the sun shining almost constantly.

"It was wonderful to be back where it all started, and to camp on the same pitches occupied by our founding Members way, way back in the 1960s.

"The Cheddar Valley is a truly spectacular area of outstanding natural beauty. Cheddar and its incredible gorge are just a few minute's drive from the site, as is part of the old Somerset and Dorset Strawberry Line. Although steam trains have long ceased to thunder up and down the track, you can now walk or cycle for mile after mile along the track bed, complete with some of the remaining platforms and even visit the preserved station of Sandford and Banwell, where



you can have a welcome cup of tea while sitting in an open wagon or in a corridor coach if you prefer a little first class accommodation.

"If cider is what you fancy, then the line runs past Thatcher's Cider, where you can stop off and quench your thirst with a cool glass of Thatcher's Gold – with the opportunity to sample the many different flavours on offer in the factory shop.

"A pie and a pint went down very well indeed on such a lovely sunny day, before the last section of the walk that took you on and through one of the railway tunnels, turning the daylight to darkness as you reached the middle point.

"Vernon had kindly arranged a tour for the Saturday afternoon that included a drive up the Gorge and on to Burrington Combe, to the spot where in 1762 the Rev Toplady was inspired to write the famous Hymn 'Rock of Ages' whilst sheltering in a cleft within the rock face.

"And of course it would be rude not to sample freshly picked strawberries straight from the fields (the flavour was out of this world) that the cheddar valley is famous for, along with its cheese of course.

"To finish, I would like to thank Vernon and Tricia for their hospitality and a special thank you to those that came along for the weekend: Andrew and Jean Mason, Vernon Mortimer and Tricia, Nigel and Sue Bailey, Chris and Sophie Bailey, Alex and Isabel Rankin, Robin, Kerry and Azabeth Morley, Clive and Gill Shrimpton, David and Alla Hogarth and Adam (surname unknown).

"The group photo was taken on the same spot that the photo featured in the April/May Driver to advertise the event was taken,



although a memorial bench in memory of Yvonne, Vernon's wife, now occupies the spot – a fitting tribute I would say!

"I did have a message left on my answer machine from Karen Smith wanting to come on the tour only, but my phone didn't record your number Karen. I tried to find your number from the Club Membership department, but we drew a blank. Please accept my sincere apologies – it wasn't for the want of trying!"

Dragon Saab Spring Roll

Johnathan Jenkins from Dragon Saab sent us this report:

"The weather on 6 April wasn't as nice as the previous Sunday which had been a beautifully sunny day. It turned out to be much better than the persistent rain that had been forecast with only a couple of light showers to dampen our day. A tour around Cardiff Bay and the Vale of Glamorgan was the plan and the day started with a gathering of cars at Junction 33 of the M4, to the north west of Cardiff.

"A fantastic turnout covered NG 9-3 convertibles, saloons and estates, an OG 9-5, OG 9-3 convertibles, an NG 900 5-door and four classic 900's – some 20 cars in all. Highlights were David Dallimore's immaculate 99 Turbo, Ian Meakin's superb 96 Two-stroke and Roger and Silvia Dyer's NG 9-5 four wheel drive Aero. It was also great to see many of our friends who had travelled from far and wide to be at the event from Bristol, Birmingham, Devon, Nottingham and Yeovil. Our local Saab approved specialist SWSS also came along for the event.

"Once the catching up and Saab ogling had subsided, the cars left in convoy to travel down to Cardiff Bay and to the Barrage that encloses it from the sea. A slight detour to Penarth gave a fantastic panoramic view of the bay, Cardiff and the mountains beyond. Then it was off to the barrage itself, where we were given the privilege of driving across the bay in convoy. It's usually limited to cyclists and walkers only so this was a very special experience for all attending.

"This is where things started to go slightly awry for our own Saab 900 T16S. The entry onto the barrage had what I found to be one of the steepest road humps I've ever encountered. This, in combination with the low stance of the car, led to a very loud and depressing bang when coming down the other side. Cue one damaged exhaust! Never mind, the views were fantastic.



"Travelling along the one mile long barrier in convoy at 5mph all with lights on it was an impressive sight causing many locals to reach for their smart phones and cameras to photograph the spectacle. Half way across the barrage we stopped to take in the sea views and take photos for ourselves. The backdrop of the barrage defences and sea made for a great photo opportunity.

"Photos taken, it was onwards across the barrage to our exclusive Saab only parking in front of the harbour authority building. Our exclusive parking area provided a 360 degree view of the stunning Cardiff bay. All the cars were lined up for yet more pictures! Taking advantage of the barrage parking there was plenty of time to visit some of the many attractions, including shops, cafes etc. We had also organised for some of our further travelled visitors a visit to the famous 'Doctor Who' experience.

"An hour or so later we were ready to do our return barrage trip. As you can imagine, we were somewhat nervous of the 'road hump from hell' and weren't disappointed when another loud bang led to the exhaust system completely separating from the engine downpipe – a lovely noise in the right circumstances, but not really what we wanted at that moment. As the others carried on in convoy to experience the Victorian splendour of Penarth pier and sea front, we were left to await the arrival of the nice man from the RAC! Rather perversely, I was feeling happier at this point as my exhaust had not broken, but merely come apart!

"While we were left playing 'I Spy' the convoy headed west along the heritage coastline to the rugged cliffs and sandy beaches of Southerndown and Ogmore-by-Sea, which has more sand dunes than anywhere else in Europe.

"Exceptional service from the RAC resulted in partial refitting of the exhaust and a detour home via Barry to get the reserve 9-3 convertible. From there we hurried to Ogmore and having met up with everyone, we consoled ourselves with some ice-cream and fabulous views.

"By this time mass hunger pangs indicated the need for some late lunch, so the convoy headed through the picturesque villages of Corntown and Cowbridge before picking up the A48 to our final stop at the Wenvoe Arms. The food and service were great and the landlord was most accommodating – if you're ever in the area, this pub comes highly recommended.

"Sadly the time had come to go our separate ways, but everyone agreed it had been a super day. Many thanks are due to Martin Lyons and Chris Redmond, who did the brilliant organisation.

Thanks for a great article, and as Johnathan has already said, well done to Martin Lyons and Chris Redmond, not forgetting everyone who took part. I can see you all had a great time. I will catch up at a meet later in the year.

A Crying Shame... the new Saab 9-5

Following on from previous features I do periodically in this section, I got into conversation with Ray Bagnall back in February and he said he would really love to have one of those last Saab 9-5 saloons, after all he has been working on Saab Cars for over 40 years and to date there is not a model he has not owned. By any means necessary he was going to get a 9-5 prior to his move to bigger premises!

In mid-April while I was out shopping, I thought I would pop in to Bagnall's for a coffee and a chat, and there it was, a 60 plate 9-5 Aero in black with all the toys... including head up display, Navigation, hard disk music storage and... wait for it... four wheel drive! What an absolutely beautiful car! Went for a ride in it and I was almost in tears with the fantastic ride quality, the handling and the outright sure footed performance. The car has a lot of road presence and, believe me, even non Saab drivers will turn their head for a second glance. You may or may not know there were also a very small batch of the 9-5 estates built – I don't think there are any in the UK, but on experiencing the pace, the grace, the features and the thought that has gone into this car it's a crying shame that Saab was unable to continue production of this fantastic model.

Local Saab Meets

As you know, the Saab Owners Club was formed some 50 years ago, and is one of the longest running car clubs in the UK, obviously as time goes on things evolve and situations change, now one of the biggest impacts to all of us is the Internet, love it or hate it, it's here to stay, in fact maybe one day information relevant to our lives might just come straight to our brains from out of the sky! Anyway, where I am going with this section is, with the Internet, Saab events and meets can be posted spontaneously, and arranged at a moment's notice, and this has affected many Saab Owners Club meets around the country. One such Group who has been active for some 30 years is South Yorkshire Saab. They are currently looking for a

new location for meets/chats but we need to gauge the interest of Members in the area, so if you are interested in a meet, chat or a drive out, please let us know via email or phone, or please feel free to contact myself or the South Yorkshire Group with any ideas or offers of help.

Did you know...?

Why is my ignition key located by the handbrake? Ever wondered why the ignition key is located between the seats on your Saab? It's because the traditional placement of the ignition switch on the steering column caused severe knee injuries, even in minor accidents. Saab solved the problem by relocating the ignition lock to its present location between the seats; an innovation that many attribute to simply being quirky has great logic behind it.

1970: Headlamp Washer-Wipers while working on improvements to automotive headlamps, Saab engineers discovered that rain and dirt can rob headlamps of up to 90 percent of their illumination effectiveness. Saab's simple, yet unique solution was to create a wash and wipe system that is now a legal requirement in many countries.

1971: Electrically Heated Seats if you have ever experienced a Swedish winter, you will understand the inspiration for heated seats. Originally introduced as a way to ward off the common cold, Saab owners started raving about the comfort of warm

bums. Today, this Saab innovation is either standard equipment or a popular option on most cars.

1972: Side Impact Protection Saab was the first car manufacturer to introduce reinforcement members in the doors in order to provide side impact protection. Surprisingly enough, the Saab was for many years the only car that offered this added safety.

1976: Turbocharging Saab was the first car manufacturer to develop a turbo engine with the reliability and durability that is required for everyday use. Turbocharging provides increased output and huge torque at low and medium revs without the usual increase in weight, cost and fuel consumption.

1978: Collapsible Steering Column with Saab's design, the steering column does not penetrate further into the cabin in a head-on collision. Compared with other similar designs, this has the advantage of not affecting the driver's ability to steer the car even after an accident

And finally...

Well that's all for this edition, I hope you had a good read. Please do send articles to the Editor, as we all enjoy reading this fantastic magazine. I hope to see you at an event somewhere this year.

Keep the faith, keep saabing.

Elli

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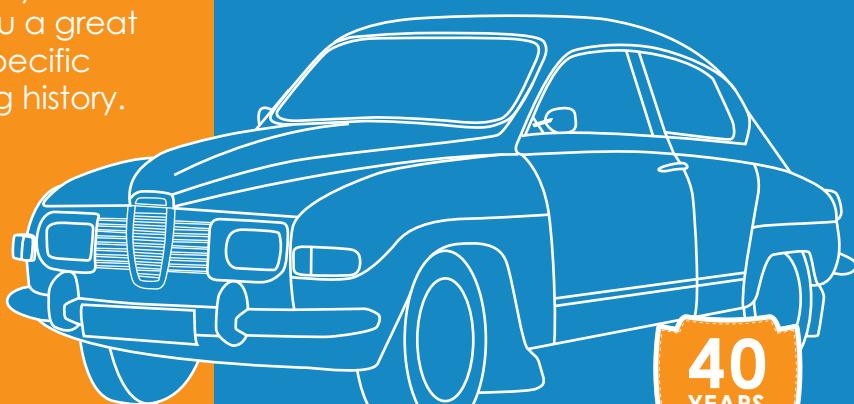
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SAAB BOOST



Cats and Exhausts explained

Whether it's your 9000, 9-3 or 9-5 catalytic converters, on most production cars they are not designed for high performance engines. If you start tuning your engine and exhaust, don't forget to upgrade your cat too, since this will be a likely bottleneck. This is why many exhaust companies sell 'cat-back' exhaust systems, which are basically the full exhaust from the exit of the cats to the tailpipes. A good high flow catalytic converter will have an inlet and outlet the same size as the rest of the exhaust pipes to give you maximum airflow. This, combined with additional mapping really makes a huge difference and will also help lower your exhaust gas temperatures and will complement your new filter.

This particular replacement will make the biggest difference in the turbo spooling up and performance as it is the most restrictive part in the standard exhaust system. Regarding the difference in 100 cell and 200 cell cats, there's not much of a performance advantage, but the 200 cell one will probably be more MOT friendly.

In the land of Saab there are two main brands of sport exhaust system available: one offering is from Maptun and the other is the Abbott racing system. You will find that the down pipes are often made from stainless steel, and are quite costly, but they are something you will never have to replace so you should look on them as a future investment.



E3 update! Making progress

So far, since the last edition of Boost, some helpful friends (aka Paulareo and my brother) and I, have been busy bees.

We have removed the carbon dash and the ski panel gear knob and gator, the new aero steering wheel along with air bags etc, then we repeated the process on the aero.

More recently we managed to remove the engine and gearbox along with the coilovers, six pot brake callipers and the 355mm rotors. When it comes to refit them I will be replacing the pads as I'm informed by my contacts at Neo Brothers they come alive when on the second set of pads.

On the down side, one of my coilovers was badly damaged in





Mike left, Demos centre, Dr Reid right



the impact and required a replacement damper. In the meantime, I have made some other purchases which I will cover in the next edition of Boost.

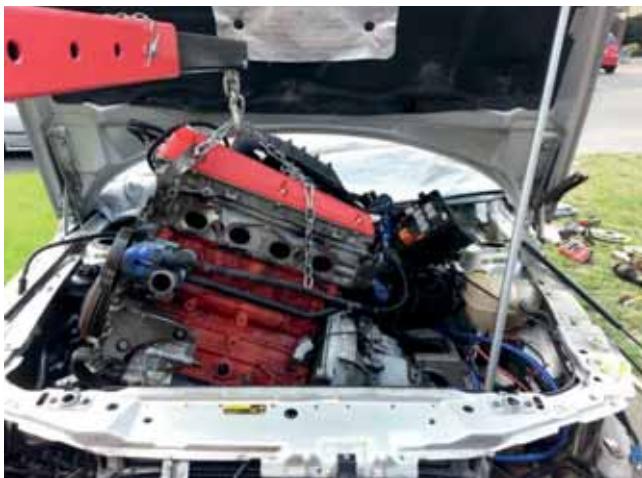
Road trip

Earlier this month I was invited by Mike Parkinson to accompany him to this year's National sponsors, Neo Brothers of Waltham Cross, who I have a high regard for and would go as far as to say are good friends of both Mike and I.

Mike is currently on his build project in pursuit of a genuine Stage Six Aero, with all of the correct and relative hardware. There are some who would try to cut corners to achieve this, but this quickly backfires when their goal figures aren't realised. At this level of tune, you simply cannot and should not do this!

Mike was visiting the Neo team to collect his new Maptun tubular manifold to support his Abbott racing Gt30 and some additional suspension hardware for the power hike. Now he should really be able to open up the taps on this wolf in sheep's clothing!

We were met by Demos, Nick and Andy, and Dr Os Reid who is rumoured to have his own parking space. We were no strangers to these guys from our past visits and I must say their hospitality is second to none. These chaps really do go the extra mile and I'm so delighted that they are supporting the SOC again.





SAABS IN SUFFOLK

18-20 July 2014

The Saab Owners Club Board and Organisers of the 2014 Saabs in Suffolk National, would like to express their appreciation to the following companies and organisations for their generosity and support



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SHAWSGATE





SAABS IN SUFFOLK

18-20 July 2014

'Something for everyone to enjoy' is the theme of this year's National located in the beautiful countryside close to the Suffolk Heritage Coast at Haw Wood Caravan Park and High Lodge Leisure, Hinton, Near Darsham, Suffolk.

You will all have the opportunity to take part in the various leisure and sporting activities on offer at High Lodge and to select and enjoy the meal options available. Booking forms for these plus the event booking details are overleaf or on line at www.saabclub.co.uk.

Please note: to encourage early booking a small gift will be included for the first 20 received.

Excellent camping facilities are to be found next door to High Lodge at the Haw Wood Farm Caravan Park which will also be the base for activities such as the car displays, trade tents and spares/swap shops. For those who would like a self catering option then there are two, four and six berth lodges available for hire at High Lodge.

Provisional Programme

FRIDAY 18 JULY

- 14.00** Registration opens either at Haw Wood Farm or High Lodge
VISIT TO ABBOTT RACING – limited numbers. Please book ahead with Rachel Hillier
17.30 – 19.30 FISH 'N' CHIP SUPPER at High Lodge

SATURDAY 19 JULY

- 10.00 – 16.00** ACTIVITY DAY at High Lodge
NB: DEADLINE FOR BOOKING IS 15 JUNE
• Clay Pigeon Shooting
• Archery
• Golf
• Fishing (must have own licence)
• Pamper Parlour
• Awards
DRIVE OUT VISITS – Coastal or Historic
18.00 BBQ

SUNDAY 20 JULY

- 10.00** SHINE 'N' POLISH – TÄVLING AV ELEGANS at Haw Wood Caravan Park
DRIVE OUT VISITS – Coastal or Historic
12.00 – 15.00 LUNCH AT HIGH LODGE – must be pre-booked – followed by awards for tävling av elegans



SAFETY RULES WHICH APPLY TO ALL SHOOTERS AND SPECTATORS

It is compulsory that everyone who enters the shooting area (and that includes air rifle shooting) wears eye, ear and head protection at all times.

Spectators may accompany shooters, but shooters retain responsibility for their spectators.

Guns must be broken at all times until in the shooting position, unless carried in a sleeve.

Keep to the paths and obey all safety signs.



SAABS IN SUFFOLK

2014 BOOKING FORM

Name

Membership Number

Vehicle Make & Model

Registration

Address

Post Code

Telephone

Mobile

Email

Trader (please tick) Yes

	Members Cost Per Day	Non Members Cost Per Day	Number of Units/People	Sub Total
Camping Friday			Haw Wood Farm	
			Bookings direct to David Wiggins 01986 784248	
			Hooks ups available £19 per night.	
Camping Saturday			Other pitches £16 per night Tents, Caravans, Motor Homes, Car parking free. No additional charge for gazebos or awnings and dogs welcome. Site has new shower block, disabled toilets, changing rooms, cafe & shop.	
Saturday Event Fee Without Activities	£3.00	£6.00		
	Under 17's Free			
Saturday Event Fee With Activities			See the High Lodge Booking Form opposite	
Sunday Event Fee	£3.00	£6.00		
	Under 17's Free			
GRAND TOTAL				

NOTES:

- Children under 17 are free.
- Pre-paid bookings will have a numbered pass emailed or posted (sae please) so there will be no need to pay at the gate. It will also ensure a souvenir plaque is reserved for you.
- We would be very grateful if you could please book in advance to allow us to plan more efficiently. It will also guarantee you a Rally Plaque – once they have gone, they have gone!
- Traders and 'car booters' are welcome with no additional charge for trade stands. Please indicate on the booking form next to your name if you are a trader and we would appreciate it if you would provide a rally prize.

- Please note that campers and traders must pre-book no later than 15 June 2014 to allow Haw Wood Farm to prepare the camping area and event field and for us to send your passes. Campers turning up on the day will 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.
- Payments should be made (i) via the SOC website www.saabclub.co.uk
- Or (ii) by cheque made payable to The Saab Owners Club of GB Ltd and sent to: Rachel Hillier, Linnaeus, Norwich Road, Scole, DISS, Norfolk IP21 4DY

Photocopies accepted or booking form can be found on line at www.saabclub.co.uk



SAABS IN SUFFOLK

HIGH LODGE BOOKING FORM

Title	Full Name
Full Address	
	Postcode
Telephone	Mobile
Email Address	

FOOD BOOKING FORM – Please indicate your meal requirements throughout your stay

Food choices	Day	Time Served	Cost	Number of adults and Number of children
Fish and Chip Supper Breaded fish goujons, chips and mushy peas served in a box	Friday evening	5.30pm – 7.30pm	Adult £11.95 Child £7.95	Adults: Children:
Two meat BBQ Beef Burger, Jumbo Hutson Sausage, served with mixed salad leaves, baby tomatoes, cucumber, spring onion, red and yellow pepper, homemade coleslaw and new potatoes with chives	Saturday Evening	From 6.00pm	Adult £11.25 Child: £8.95	Adults: Children:
Sunday Carvery Lunch	Sunday Lunch	12pm – 3.00pm	Adult: £9.95 p.p Child: 2-12 years £6.95 p.p High chairs eat free	Time of table: Number of people: Adults: Children:
VEGETARIAN OPTIONS or any other specific dietary requirements:				

ACTIVITY BOOKING FORM

	Cost	Duration	Number of adults and Number of children	Days of activities
Adult have a go clay shooting (10 clays)	£17.00	Quick session	Adults: Children:	Saturday only
Junior (8-16) have a go clay shooting (10 clays)	£15.25	Quick session	Adults: Children:	Saturday only
25 clays and cartridges, under instruction	£35.80	1.5 hours	Adults: Children:	Saturday only
40 clays and cartridge, under instruction	£50.35	2.5 hours	Adults: Children:	Saturday only
Archery 2 hour experience	£23.50	2 hours	Adults: Children:	Saturday only
Air Rifle, under instruction	£14.85	1 hour	Adults: Children:	Saturday only
Golf 9 Holes	£9.00	2 hours	Adults: Children:	Sat and Sun
Golf 18 Holes	£12.85	4 hours	Adults: Children:	Sat and Sun

Terms and conditions:

- Bookings made for the above food and activities require payment in full at least one month in advance.
- No booking is confirmed until payment is received in full and completed booking form has been received by High Lodge.
- **Cancellation by you:** If you need to cancel your booking with High Lodge, please notify us as soon as possible as no refunds will be given one week prior to event date.
- **Cancellation by us:** High Lodge may cancel booking under the following circumstances:
 1. If High Lodge has to close due to circumstances beyond its control.
 2. If payment has not been received in full.

By signing the booking forms you are acknowledging that you have read and agree to these terms and conditions.

Payment Details:

I wish to pay for the above food and activities: **Total: £**

Card Details: Visa MasterCard Switch Solo

Card No:

Valid From / Exp Date /

Issue No: / Validation No / (3 digit number on reverse)

Signed: Date:

SAAB NATIONAL WEEKEND

High Lodge



Created 25 years ago by seven times FITASC Sporting World Champion John Bidwell, High Lodge nestles among 120 acres of tranquil woodland on the Suffolk coast and is home to an array of first class facilities including luxury lodges, world-class clay shooting, fishing, an inviting restaurant and clubhouse and the state-of-the-art function suite to name a few.

High Lodge is conveniently located too, within easy reach of Southwold, Aldeburgh and Constable Country. Already a Premier Plus Shooting School we strive to be recognised as the East of England premier destination for specialist sports and leisure holidays, clay shooting, weddings and corporate hospitality. We will achieve this by our dedication to uncompromising quality, building a reputation for service excellence and continued investment in both our product and our team.

Although John still actively works at High Lodge, the business is managed mainly by John's two daughters, Jane Coppen and Helen Gooch. The additional facilities make it a very unique venue for clay shooting and its Award Winning Accommodation offers self catering lodges suitable for two to six people in each lodge. All lodges have a private balcony and eight have their own private Hot Tub. All 15 lodges are set in grassland overlooking a fishing lake and woodland area whilst remaining within easy access of our Clubhouse.



The recently refurbished Clubhouse is open seven days a week from 9am 'til 5pm. Here you can relax in comfortable, modern seating whilst enjoying an array of menus from speciality coffees, homemade snacks, all day breakfasts and home cooked meals, or why not enjoy our very popular Sunday



Carvery or a drink in the bar/lounge area whilst you use the FREE Wi-Fi.



The Clay Shooting ground offers up to 20 sporting stands, using 200 fully automatic clay traps which are our own 'Auto Sporter' range of machines manufactured at High Lodge. Other facilities for shooters include our 120ft tower offering some challenging targets along with a number of smaller towers, two skeet ranges and DTL range all available to shoot most days – open six days a week, Monday to Saturday as well as some Sundays and evenings. With targets changed regularly, we offer plenty of choice for all levels of experience to enjoy throughout your stay. Our Professional Instructors are on hand to offer you private one-to-one tuition to help improve your technique or to learn John Bidwell's Move Mount Shoot technique.

Haw Wood Farm

Haw Wood Farm is a quiet site with spacious pitches to allow you to stretch out and relax. A family run campsite catering for motorhomes, caravans, tents and a growing community of privately owned static holiday homes. Set in the heart of rural Suffolk amidst acres of farmland and idyllic countryside, we're way from main roads and traffic making it perfect for children and adults alike; and for your faithful canines, two dedicated dog walk fields.

A short distance from the coast, we are in easy reach of historic sites such as Dunwich and Blythburgh and many picturesque coastal attractions; Walberswick, once famous for its annual crabbing competition and Southwold where you can stroll past the infamous coloured beach huts... and maybe a famous face or two! Many RSPB visitors

choose to stay with us to see our resident nesting swallows, turtle dove, barn and little owls.

With mile upon mile of country and coastal walks/bicycle tracks, you can enjoy the Suffolk sunshine, explore its history and take in the wildlife.

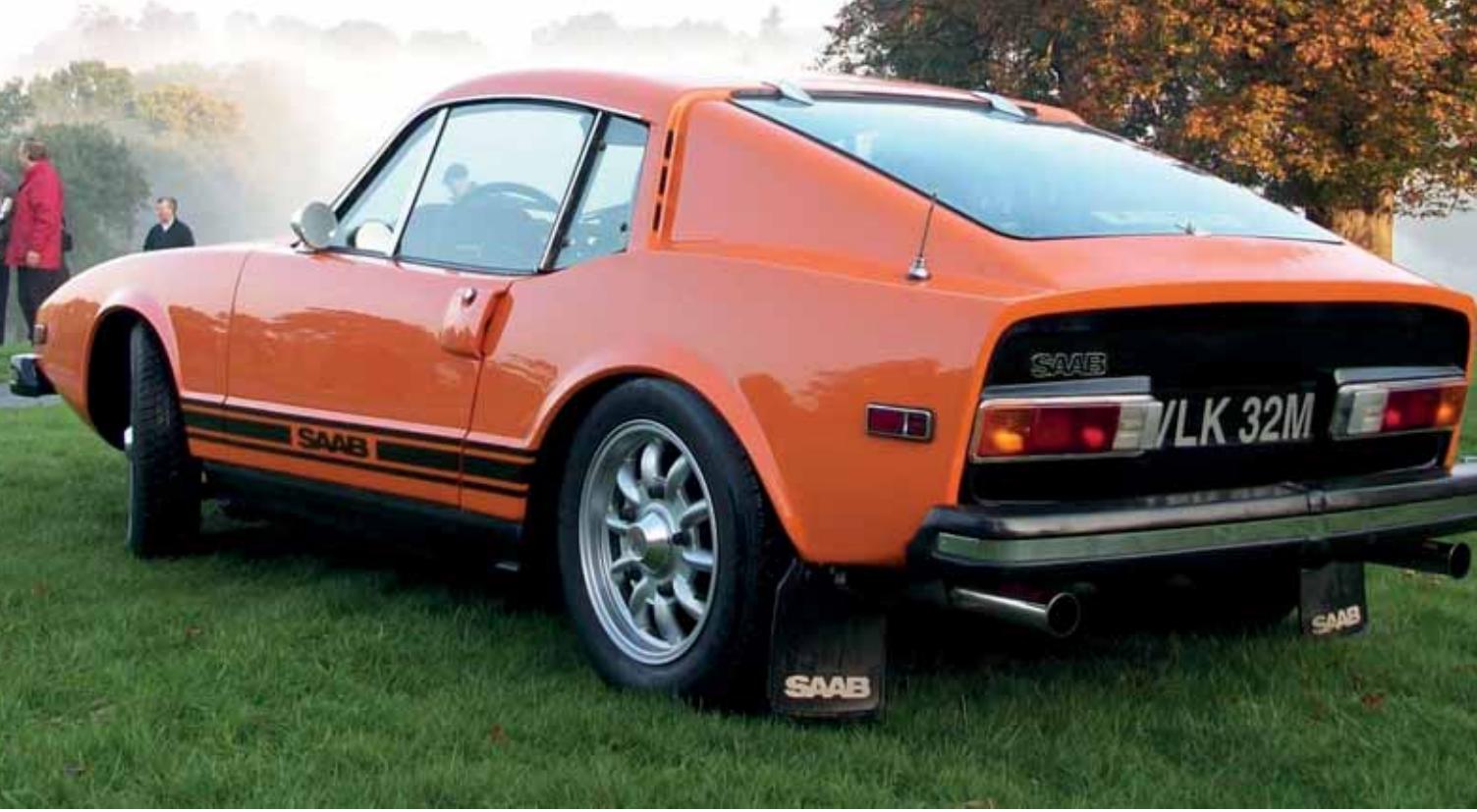


Whether it's walking, cycling, watching the wildlife or birds, on the beach or in the forest, we have everything right on our doorstep.



Cycle tracks and walking paths galore, you can be in the forest one moment and on the coast the next. The wildlife is something to behold with some beautiful wild deer which can be seen on the fields and in Dunwich Forest, a growing herd of Dartmoor ponies introduced in 2008. The RSPB reserve at Minsmere is a mere 10 minutes away and if you're a keen ornithologist, an absolute 'must-do' before you leave.

Never far from a postcard-pretty village, a building of architectural interest or a magnificent church, you'll also find plenty of pubs serving the local Adnams ale and good home-cooked food. At night we have, reputedly, the clearest skies in Britain and star-gazing becomes a whole new world!



Another couple of months have flown by, and the weather seems to be improving as I write this. No news on my own Sonett, but I continue to live in hope. I have managed to MOT and tax my Classic 900i Convertible so at least I have been enjoying the better weather of late. The 900 had been in store for four years, but passed the MOT with minimal work and is a pleasure to drive.

I have heard from a Harry Griffith who lives in the Bicester area who has a Sonett III which he currently describes as being a bit of a kit car. It has been completely stripped, but has a rebuilt engine installed and has newly covered leather seats to install. The chassis has been stripped and painted and from the sounds of it basically needs re-assembling. Harry has run out of time and is looking for either someone to complete it for him or to sell as is. If anyone is interested in either proposition, contact me and I will pass on his details.

I also heard from Graham and Sue Cowland about their 1972 Sonett III registration VLK 32M, pictured above. Graham and Sue have owned this car for 22 years now, during which they say it has definitely become part of the family. This was SAAB GB's display car until the historic collection was disposed of when GM became involved in 1992. When purchased it only had 19,000 miles on the clock, the speedometer reading today being 41,000.

Some years the Sonett only does 20 miles or so between MOT tests, whilst other years it gets a longer run and in 2011 drove to Alsace for two weeks holiday. Graham has also had new springs

wound for the Sonett when he needed to replace the existing springs, and he still has a couple of sets available should any Sonett owner require a set. Again, contact me and I will pass on your details.

Finally for this edition, news of a couple of coincidences, both happened to me this year, and considering the rarity of the Sonett I find them fascinating. I work offshore Norway, and last month on the flight from Aberdeen to Stavanger, one of the other five passengers on the flight seemed familiar. On striking up a conversation, it became apparent we had met at a Saab Klubb meeting in Stavanger six years previously when he owned a Sonett III purchased in the UK. This has been sold to another enthusiast in Southern Norway, and he had purchased a Sonett II stroker to replace it. Chassis number 55 is in good hands and currently being restored.

The second event happened this week when I joined the current boat. There are only 18 project personnel onboard, so the chances of there being a second Sonett owner must have been quite slim, but one of the guys owns a Sonett III purchased from the USA ten years ago, but only restored and put on the road in Norway last year. He told me that there are three Two-stroke Sonetts in Norway (which I have heard from several people) but only one was sold in Norway new. This is apparently still in use by the original owner, so the hunt is on to see if I can find out more.

That's it for this edition, please keep the details coming in to me so I can build up the register of Sonetts and also keep this page going.

Nick Walker

SAAB AUTHORISED SERVICE CENTRES



BEDFORDSHIRE

BEDFORD
MYLTONS SAAB
8 Sergeants Way,
Bedford, MK41 0EH
T: 01234 866 533
W: myltoncars.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes

DISCOUNT TO SOC MEMBERS
10% on parts & labour

BRISTOL

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

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes

DISCOUNT TO SOC MEMBERS
Discount negotiable

BUCKINGHAMSHIRE

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

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes

DISCOUNT TO SOC MEMBERS
10% on parts & labour

CAMBRIDGESHIRE

CAMBRIDGE 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
Honda House, Tyrell Park,
Boongate, Peterborough, PE1 5PT
T: 01733 213 210
W: marshallsaab.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes

DISCOUNT TO SOC MEMBERS
10% on parts, 20% on 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

DERBYSHIRE

GLOSSOP
SAABTEC
Unit 12, Glossopbrook Business Park,
Surrey Street, Glossop, SK13 7AJ.
T: 01457 867 878
W: saabtec.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes

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

DEVON

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

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes

DISCOUNT TO SOC MEMBERS
10% on parts & labour

ESSEX

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

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes

DISCOUNT TO SOC MEMBERS
Yes

ESSEX

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

GLOUCESTERSHIRE

GLoucester
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

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

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes

DISCOUNT TO SOC MEMBERS
From 10%

GREATER MANCHESTER

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

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes

DISCOUNT TO SOC MEMBERS
10% Discount

HAMPSHIRE

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

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	no

DISCOUNT TO SOC MEMBERS
15%

HAMPSHIRE

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

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes

DISCOUNT TO SOC MEMBERS
Stock order items only 15%

HERTFORDSHIRE

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

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes

DISCOUNT TO SOC MEMBERS
10% on parts & labour

HERTFORDSHIRE

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

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	minor repairs	yes	yes

DISCOUNT TO SOC MEMBERS
15%

KENT

CANTERBURY
TEAM TRACTION SAAB
Unit 3, Becket Business Park,
Broad Oak Road, Canterbury, CT2 0PQ
T: 01227 472 095
W: teamtractionsaab.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes

DISCOUNT TO SOC MEMBERS
Discount negotiable

LANCASHIRE

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

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	no	yes	yes

DISCOUNT TO SOC MEMBERS
Discount negotiable

LINCOLNSHIRE

GRIMSBY
HUMBERSIDE SAAB
226 Victoria Street,
Grimsby, DN31 1PH
T: 01472 348 527
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

NORTHAMPTONSHIRE

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

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

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

NORTHAMPTONSHIRE

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

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes

DISCOUNT TO SOC MEMBERS
Discount negotiable

SCOTLAND

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

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	no	yes	yes

DISCOUNT TO SOC MEMBERS
10% on parts & labour

SCOTLAND (CENTRAL)

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

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	no	yes	no

DISCOUNT TO SOC MEMBERS
10% on parts & labour

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)

SOMERSET

YEOVIL
ASTLEY SAAB
12 Oxford Road, Pen Mill Trading Estate,
Yeovil, BA21 5HR.
T: 01935 426 701
W: astleysaab.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes

DISCOUNT TO SOC MEMBERS
Saab Service Club discounts available

SOMERSET

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

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	no	yes	no

DISCOUNT TO SOC MEMBERS
25%

SOUTH WALES

SWANSEA
FRF SAAB
Neath Road, Morriston
Swansea, SA6 8JR
T: 01792 310 111
W: frfmotors.com/saab

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes

DISCOUNT TO SOC MEMBERS
Discount Negotiable

SOUTH WALES

CARDIFF
SWSS Ltd
Portmanmoor Road Ind. Estate,
Cardiff, CF24 5HB
T: 029 20 47 30 40 & 029 20 47 30 50
W: swss.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes

DISCOUNT TO SOC MEMBERS
Discount Negotiable

STAFFORDSHIRE

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

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes

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

SUFFOLK

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

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	no	yes	no

DISCOUNT TO SOC MEMBERS
10% on parts & labour

SUFFOLK

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

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	no	yes	yes

DISCOUNT TO SOC MEMBERS
10% on parts & labour

SAAB AUTHORISED SERVICE CENTRES



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

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes

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

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

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes

DISCOUNT TO SOC MEMBERS
10%

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

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes

DISCOUNT TO SOC MEMBERS
Stock order items only 15%

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

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

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes

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

WEST MIDLANDS
COVENTRY
JOHNSONS CARS
443 Fletchampstead 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
YORK
ALEXANDERS SAAB, YORK
Great North Way, York Business Park,
Nether Poppleton, York, YO26 6RB
T: 01904 520 300
W: alexanderssaab.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes

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

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

YORKSHIRE
LEEDS
LUSCOMBE SAAB
Low Road, Hunslet
Leeds, LS10 1RB.
T: 0113 271 8579
W: luscombeMotors.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes

DISCOUNT TO SOC MEMBERS
10% on parts & labour

YORKSHIRE
SHEFFIELD
PENTAGON SAAB
City Parkway, Parkway Avenue
Sheffield, S11 8JE.
T: 0114 209 4415
W: pentagon-group.co.uk/saab

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes

DISCOUNT TO SOC MEMBERS
10% Discount

TWO-STROKE REGISTER

All correspondence to:
PETER TURNER
236 Straight Road, Lexden, Colchester, Essex CO3 9DU
Tel: +44 (0)1206 563976 E-mail: pete92b@hotmail.com



1964 GT850



Drive It Day 92b on the road



Plenty of blue smoke

Drive It Day

At last spring has arrived and the weather is improving but unfortunately the jobs I had planned to carry out on the 92b have not come to fruition. So when Drive It Day arrived, Sunday 27th April, the 92b had not been started since last November.

Drive It Day, organised by the Federation of British Historic Vehicle Clubs which represents more than 500 classic clubs across the UK, encourages owners of classic cars to get them out of their garages and go for a drive.

The battery was fully charged, having been connected to an Accumate maintenance charger over the winter. A four second pull of the starter motor and the two cylinder engine burst into life having been idle for over four months. Pulling out of the garage and onto the road the clouds of blue exhaust smoke quickly cleared during the one mile spin 'round the block'. I really must get on with those outstanding jobs.

New Registration

With Two-strokes rarely changing hands it was a surprise to receive a new registration from Club stalwart Neil Ryder. Neil's car, a 1964 96 GT 850, was originally registered in the USA then exported back to Sweden in 2011. Subsequently imported to the UK by Neil who hopes to take it to a few events this year – a well travelled car which will, no doubt, create much interest wherever it goes.

Sport spare parts

Steve Higgins, who is competing in the RAC Historic Rally Championship, is on the lookout for any spare parts for his 96 Sport/Monte Carlo – drop me a line if you can help Steve with his quest.

Please don't forget to send news and photos of your Two-strokes and their adventures this summer – also any restorations being carried out.

Safe Two-stroke Saabing,

Peter



James Tolerton – Works' spec 96 rally car

James recently got in touch with the following message:

"I have an original 1972 Saab 96V4 'works spec' rally car. It was built by Saab technicians here in Northern Ireland using a brand new 96 from the showroom and competition parts direct from Saab Sweden. The project was financed by the Saab Dealership.

"Up until ten years ago I was an SOC member and competed in the car on post historic rallies such as Circuit of Ireland, Donegal International, etc. then work took over and rallying had to take a back seat.

"I intend to return to 'post historic' rallying but because I don't wish to introduce my 'original' car to any ditches or stone walls I wish to build a 'sister' car as near to the same spec. as possible to my 'original' car.

"I renewed my SOC membership a few months ago

a) to get back up to speed on what's happening in the post historic rallying world,

b) to touch base with some past acquaintances e.g.

Chris Partington the gearbox guru, and

c) to gain assistance sourcing the following parts and forgotten technical information

"I have already purchased a 'cracker' of a good solid donor car and am now starting on the really hard stuff,

i.e. SOURCING PARTS!

"My goal is to end up with a 'post historic' rally car engine unit/gearbox as close to the same specification as my 'original' car.

"I need assistance sourcing the parts to give me approximately 1850cc.

- twin ported heads
- inlet manifold, exhaust headers,
- crank, pistons, rods, etc.
- fast road cam (as the car will be used on asphalt events only),
- the block I will machine the existing 75,000 mile unit from the car,
- steel casing gearbox, decent gear set, LSD.

"I will also need a 'refresher course' on the technical/machining/assembly side of things as after 10+ years I have forgotten most of what I learnt from SOC members at the time."

Welcome back to the Club, James, it sounds like you have found a great base for your car (and rare too!). As I said in our email exchange, Richard Simpson is the man to advise you, so I'll let him deal with the specifics of your query. One thing is for sure though, you're after some rare and hard-to-source parts there so I would advise you to expect it to take a while to gather them all together. You may have to think about building an 'interim' spec engine/box first. Best of luck with the project and please send me lots of photos for the mag!

Chris Calvert's 96L – 'Ruffles'

I suspect many of you have been following Chris' ongoing project thread on UKSaabs, and like me been impressed with his attention to detail. I have to say, although I've not yet seen the car in the flesh, I suspect Chris' view of 'imperfections' with his car is



somewhat closer to perfection than mine!

Chris recently fitted a Jetex system and sent the car off to Graham MacDonald for a little TLC, and here are a few photos of the car – I'm certain this will be a beauty when he's finished.

Laminated Windscreens

Following the features in this column over the last couple of issues and the articles I have published online at UKSaabs and the V4 site, we have placed orders for 14 screens at the time of going to press. In addition, Steve Broadhead from Malbrad has agreed to order five for future stock. These will be resold at a commercial price which will be significantly higher than the current 'group-buy', as Steve's business clearly needs to make a reasonable profit from his investment. I also have one more interested party who

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has currently not paid/ordered, but I hope to bring the total up to 20 screens, most of the buyers are SOC members.

Ventilation air intake gasket

Ian Studley has recently been in touch to ask about a source for the square section rubber gasket under the air inlet cover under the front screen. If anyone has any suggestions for a suitable source, please let me know.

We're well into show season now, so I hope to see lots of V4s hitting the shows and SOC events over the coming months. Right now, we're basking in glorious late spring sunshine and I'm itching to get out to the garage. Bye for now...

A/

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www.volsaeengineering.co.uk

COMBI COUPE 40TH ANNIVERSARY

Where other estate cars of the time looked even boxier than the saloon versions, which were already square enough, Saab cleverly came up with a design which incorporated massive practicality in a shape which looked fast even when it was standing still!



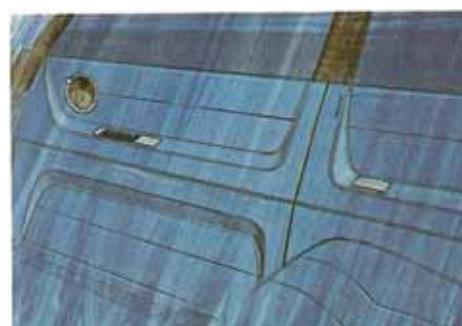
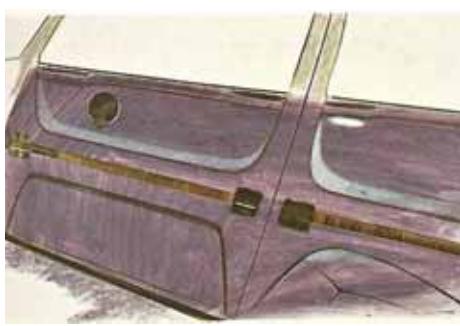
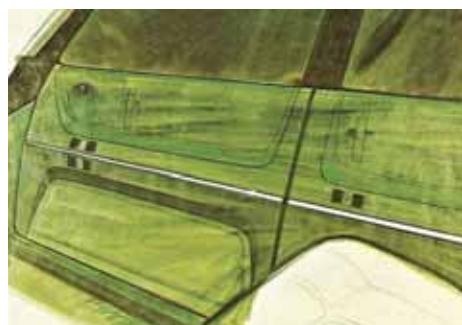
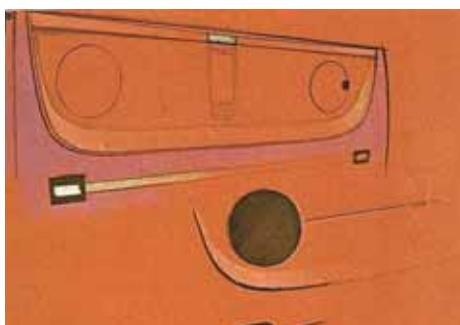
Introduced in 1974, this was the model which began Saab's iconic hatchback style which was to make the cars stand out from the crowd for decades to come. The shape was carried forward into the classic 900, and even the GM 900 and 9-3, but the Combi Coupe (or WagonBack as it was less exotically called in the USA) was where it all began.

Sadly very few of these cars survive, most having been used to destruction – they were just too practical for their own good. There may be just eight left in the UK, excluding turbos. The pictures show some of the stages in the model's development,

from early drawings, through clay modelling, to direct mapping from the clay model to retrieve manufacturing data, a process pioneered by Saab's aircraft division in 1945.

Low mileage servicing

I suppose most 99s and 90s aren't used all year round now. This being the case, mileages are also generally limited. We have noticed with a number of the classic cars we look after at LMG, that servicing often gets overlooked. The cars which are in good condition come in once a year just for the MOT, 'as they haven't done many miles





since last year'. Before you know it, three or four years have gone by without even an oil change!

A minimum amount of servicing should be carried out regardless of how low the mileage is. I would recommend an engine oil and filter change at least once every other year. Saabs don't have too many grease points, but it is worth lubricating hinges, locks, cables (bonnet, handbrake, throttle and choke) and spraying some cavity wax round the wheel arch trims, and any other seams you can get to. The brake fluid should also be changed every couple of years as it absorbs moisture which can corrode pipes and cylinders inside. It is also worth taking out the brake pads and checking they are moving freely in the callipers, especially the slow wearing rears, and lubricating the front caliper yokes. Also check the gearbox level which can easily be forgotten. If a car has been stored on a battery trickle charger you may want to check the battery electrolyte levels haven't dropped. This is turning into quite a list but it doesn't all have to be done at the same time! However some kind of regular maintenance schedule and a little TLC can go a long way and help keep our cars ready for action when they are needed. Hope to see some of them in the summer.

Stuart

DISPLAY ADVERTISING

Anyone in the business of selling goods or services related to the motor car, as a general rule, can advertise in the 'Driver'.

If Members can recommend a service or would like to suggest someone to our Sales Executive we would be most grateful, the more revenue the Club can bring in, the more money we can spend on the Club.

Kay Scott
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kjsadvertising@btinternet.com



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Cooling Issues

Whenever I talk to 99 Turbo owners the subject of overheating seems to crop up more than any other issue. Now, I have no desire to tempt fate but I've only ever had this happen twice with two cars over 30 odd years, so I have not had a lot of experience of this problem, thank goodness! The first time was when the fan refused to cut in, even when the wires were joined together at the radiator switch. On the second occasion a dodgy thermostat was responsible.

Both of our cars run at or slightly below normal, using I think 86 degree thermostats. The two door has regular Ethylene Glycol anti-freeze, whilst the three door runs 4Life waterless coolant. (I also use this in the Sonett which has gone from running slightly hot to just under normal.) I was advised a few years ago to not use a 92 degree thermostat in turbo cars, but to use an 88 or 86 one instead. I know that it is costing a little in lost fuel economy but I think that it's worth it for the easier time that the head gasket has as well as helping to reduce the chance of the engine running too hot.

One last thing to consider is to fit a manual fan switch; this is particularly handy if, like us, you happen to live at the top of a hill. In the summer months we switch the fan on at the bottom before the slow climb, then when we pull into the drive the engine is at the right temperature to be turned off.

Fleet News

I am pleased to say there's not been a lot to report. The three door has remained in hibernation, however I decided to have a look under the rear spoiler for any rust. It was clear, thank goodness. Unfortunately, the same could not be said for under the rear screen rubber! So out came the rear window and I set to with a rotary wire brush and a flapwheel to remove the corrosion ready for repainting.

The two door car has run really well throughout the winter, I just need to fit some new springs soon to sort out the ride height. As I write this I still have the winter tyres on, so I need to get these changed and get the quieter summer ones back on.

GTF 461W

Does anyone know anything about the this Black two door Turbo? One of our Members has recently purchased this car and is wondering if anyone can shed any light on its history.

Please contact me.

Chris

The advertisement features a large blue circular logo on the left containing a red crowned griffin and the word 'SAAB' below it. To the right, the word 'NEO' is written in yellow, followed by 'APPS' in red, 'PROVED' in red, and 'Saab parts' in large yellow letters. A red diagonal stamp across the text reads 'APPROVED'. Below the graphic, text announces the appointment of Neo Brothers Ltd as the sole independent UK distributor for Saab parts. It also highlights the completion of a new warehouse and a steady flow of genuine Saab parts from Sweden. Contact information is provided at the bottom.

We are pleased to announce that earlier this year, Neo Brothers Ltd passed a very important mile stone in its history. We were appointed by Saab Automobile Parts UK Ltd (Orio UK) as their sole independant UK wholesale car parts distributor.

The result of this partnership is that we have now established a steady flow of Genuine Saab parts from Sweden to satisfy the needs of our customers and at the same time maintaining our competitiveness on pricing. Our new additional warehouse has also been completed and is already full to the rafters with new parts.

www.neobrothers.co.uk
enquiries@neobrothers.co.uk
0044 (0) 1992 719 280



GOODBYE AERO

It is with a sad heart that I have decided that, after thirty-four years, my SAABING is coming to an end. Although the Land-Rover running costs are subsidised because Bea, the present Mrs Crook, is disabled, it still means that I still have to pay £20 per week to have the Aero standing outside the front door. This does not make real financial sense. Also I have two motorcycles that are in the process of restoration and a house and caravan to maintain. So you can see I am a retired busy man! So the Aero will be sold as will my stock of spares.

This Saab story started when I was a spotty teenager and used to walk past a Two-stroke in the showroom of Ballards of Finchley. Their showroom only had space for one car and before the Saab collapse they were still a Saab dealer. As I got older and began to earn money I realised the value of £.s.d and bought a motorcycle. The first car was a Hillman Imp, then an MGB, a couple of Maxi. THEN this Lime Green 'S' plate 99 Combi Coupe automatic was spotted for sale in a local garage. It was a nice car but it turned out it had been 'butchered'. The auto box developed a fault and the carburettors were incorrect. This was changed for a 900 EMS. Early retirement enabled me to purchase a naturally aspirated original series 9000. We were impressed but the performance was sluggish.

Unfortunately someone raided my bank account meaning that I had to go back to work and the car had to go to clear debts. Pretty soon, though, a 900 entered our lives so we were all happy again. A BMW 3 series was possessed for a while because I needed a car for work and Bea needed one to ferry child around. Then our second 9000CSE came on the scene. It was a low pressure turbo of the second series. An intercooler was added and Abbotts upgraded the ECU, this was a very, very good car. A Carlsson was bought and sold. Then came the present Aero. With Bea's disability we found that a caravan was the best way to holiday and the CSE towed a small caravan around the British Isles. With the death of my father-in-law we were able to buy a bigger caravan and a Land-Rover to tow it. All this time I was still motorcycling.

I thank the Saab Owners Club for the friendship and help that I have had over the time that I have been in the Club.

Happy Saabing with all the SAAB SCANIA vehicles on the road.

John Crook

On behalf of the Saab Owners Club, I would like to thank John for all his hard work and for the many years he has given to the 9000 Register. You will be missed... enjoy the Land -Rover!! – Ed.



STAINLESS STEEL EXHAUSTS



CLUB SCHEME

Members can obtain stainless steel exhaust Systems at special competitive prices. Listed are just a small selection of the systems that can be produced. Subject to the manufacturers guarantee terms and conditions, their guarantee is a lifetime guarantee for as long as the purchaser keeps the vehicle.

Your contract is directly with the manufacturers who provide a full invoice along with a formal guarantee card.

Members prices include VAT and delivery within the UK mainland.

Quotations supplied for deliveries elsewhere.

A range of stainless steel clamps and rubber mountings are available, prices upon request.

Orders should be made directly to Guaranteed Exhaust Systems Ltd. Tel: 01884 821237 Fax: 01884 820631 or email

sales@gsexhausts.co.uk quoting your name, address, membership number and relevant vehicle details including registration number.

All major credit cards are acceptable along with cheques and BACS payments.

Please visit the website at <http://www.gsexhausts.co.uk/>

Think stainless, with a lifetime guarantee and benefit from the special club prices as so many have already.

Order in good time, so as to avoid disappointment when your present exhaust fails.

This scheme is offered without any liability or recourse to the club or its officials.

Some of the systems currently available are:

CAR	YEAR	MEMBER PRICE
V4 95		£357.10
90 2L SAL	84-86	£317.90
99L GL EMS GLS GLE SAL	76 on	£315.56
900 GL GLE EMS GLS CD	79-83	£315.68
900 900i	85-90	£361.77
900 Turbo	81-82	£419.51
900 Turbo	84 on	£406.48
900i 16V Cat	89-91	£280.40
900i 2L 16V HB	88-91	£361.77
900i 2L 16V CAT	91-93	£280.40
900i 2.3L CAT 16V	10/93 on	£413.94
900 Turbo CAT 8V	89 on	£265.82
900i 2L Turbo 16V CAT	10/93 on	£413.94
900i 2L Auto CAT	10/93 on	£413.94
900i 2L CAT Manual	10/93 on	£349.24
900i 2.3L CAT	93 on	£413.94
900i 2.5L CAT V6 24V	94 on	£364.44
9000 Turbo 16V HB 5dr NFP	85-88	£395.82
9000 9000i	86-88	£395.82
9000 2Li Turbo CAT CS	92 on	£317.94
9-3 2.0i CAT B2041	02/98 on	£430.58
9-3 2.0i CAT Turbo B204L	02/98 on	£423.92
9-3 2.0i CAT B2341	02/98-09/98	£430.58
9-3 2.2L TDI CAT HB	03/98 on	£526.59
9-5 2Li 2.3Li Turbo CAT Sal	06/97-09/01	£484.80
9-5 2Li CAT Est	06/97 on	£407.50
9-5 2.3Li Turbo CAT Sal	07/99 on	£484.80
9-5 2.3Li CAT Est	07/00 on	£496.78
9-5 2.3Li Turbo CAT Sal	06/97-09/01	£484.80
9-5 3Li Turbo CAT Sal	06/97-09/01	£441.23

Some of the systems currently available are:

Catalytic systems are supplied excluding front pipe and CAT. Front pipes and CAT can be obtained upon request.

C900 REGISTER



A picture of the 900 in its new home

Hello fellow Members. Summer is well and truly here and at last and I have been able to get out in my Saabs and enjoy the wonderful Swedish engineering! Although sadly not without considerable expense – what with MOT failures on my 9000, and a head gasket on one of my C900s.

So with this in mind, I hope your cars have incurred less expense than mine during the winter months and are fighting fit and ready for action.

We are starting to see quite a rise in C900 popularity within the classic car world, with a good deal of features and articles cropping up in many of the mainstream papers and magazines – with early 900s predicted by one reputable dealer to be something to look out for in the not too distant future, along with early 99s.

I was sent a very interesting photo from Theo Jalil, (020997D-8) showing his cleverly converted late model convertible to an early flat front model, complete with a red leather interior.

As far as I am aware the flat front never came to the UK, so well done Theo for creating your very own!

Following with another convertible story, my good friend Chris Redmond wrote to tell me he has sold his 900i, Chris writes:

"After over 12 years of ownership I have recently decided to sell my 1991 C900 convertible. It's been a tough decision to make but after over 12 years of ownership but I decided that someone else should enjoy the car as it is not being used enough."

"The sale of the car was down to family commitments and also that any spare time I do

have is spent with my 1985 C900 T16S.

"I decided to sell the convertible on the UKSaabs forum and copied the link to the Facebook 'Saab 900' page. That very same day a gentleman from Stockholm got in touch about the car; after a few emails the buyer from Sweden had booked a flight into London and subsequently a bus to Cardiff to collect the car. All of this happened very quickly over the course of a week."

"With the new owner being a Saab enthusiast I picked up Jonas and his friend Fredrick in the T16S taxiing them back to my spare garage to see what they had travelled such a long way for. After pulling back the car cover Jonas said that the car was not as described, he said in fact 'it was far more beautiful'."

"After much tea was drunk and cake



Myself and Jonas

scoffed (a tradition in the UK apparently, I was happy to oblige) we signed all of the paper work exchanged Saab stories, (Jonas has a 9-3 Aero Convertible, his first car was 96, Fredrick also has a 96) they set off on a 2000k trip across seven countries in 24hrs. I was relieved to hear they had got home in the car without any problems, in fact the car performed faultlessly regardless of the 216k mileage on the speedometer.

"Jonas and I are now friends on Facebook and it's fantastic to see the 900 with a new custodian back in Sweden. It's sporting a fitted car cover in an air conditioned garage. Hope he enjoys the car as much as I have."

Well that's it for this edition, have fun driving your 900s and enjoy the summer.

Alex



New Registrations

Name	Area	Membership No.	Registration	Model/Details	Mileage
Brian Fenton	Northants	No 021497D-8	K596 POY 1992	Grey 900i 16v 3 door	115000
Keith Tancock	West Sussex	No (not known)	SJT 957X	Blue 900GLS 1882	47000

9-3 REGISTER



Welcome back to the summer edition of the 9-3/NG900 Register. Summer is finally here and we're all planning on going away whether with or without our Saabs. But do we look after our cars as much as they look after us? We all try to keep on top of our car's maintenance with an oil and filter change every year and an MOT but is this really enough? Some people may think I'm biased due to my job which I can understand, but when you find something that could potentially cause an accident everything is put in to perspective.

Submitted by Rod Leach: Saab 9-3 2.2TiD 156k:

"The annual service was due and there were a couple of issues to resolve.

"During the checks, the rear disc pads came under scrutiny. Tom asked me about the clean-up and Waxoyl I had done on the suspension bushes, cables, etc; in January. I mentioned that the off side brake disc had been a bit rusty, so I had given it a polish, with wet and dry. Tom had also noticed that the disc pad pins and plates had rotted badly. On releasing the really tight calliper he found that a pad had been seized or

trapped, ripping the friction material off the metal plate and cracking the material in two. Apart from the usual, oils, and Tech2 checks everything else was well. I drove away pleased that I had confirmed that, although nothing felt wrong with the braking system, I had averted a seize up on that disc/wheel.

"That's why annual services matter."

This may seem to some as a trivial thing but if left the brake material could have slipped out of the calliper, causing the car to lose braking efficiency on that corner. Most modern day vehicles now have dual split brake lines where, for example, the front left brake has the same brake line as the rear right and vice versa. This is to prevent total brake failure, so that the driver can still bring the car to a stop only using two brake callipers. But why put this theory to the test? If you are unsure when your car was last serviced, or it doesn't feel quite the same as normal, it is always best to get it checked out, even more so if you're relying on it for a family trip.

On a lighter note, has anyone seen a

convertible drive down the road in the rain with the roof down, or even worse been that person? If you're having roof problems at the most inconvenient of times this just might help you out of a damp situation:

To do this the back seats need to be lowered to gain access to the roof pump. This cycle can be done to raise or lower the roof. Please note for some of these you may require assistance from a friend as the roof is heavy.

1. Climb into the back of the vehicle. Place your ignition key in the key slot on the top of the seats near the right hand rear head rest.
2. Once the seats are down you will be able to see a hole into the boot, and if you look down, a rubber bung. Remove the rubber bung.
3. Under the rubber bung is a tap similar to a stop tap. Open the tap to release oil pressure in the roof system.
4. Here is the tricky part. Lift the tonneau cover (the bit that hides the roof when it's folded down) into the upright position.
5. With a friend, lift the roof out towards the windscreen, when extended



completely, lift the back of the material roof to allow for the tonneau cover to close back into position.

6. Lift the back of the material roof over the tonneau cover and hook the roof back to the windscreen.
7. Close the pressure tap in the back of the car. You may now notice that the roof will not latch to the tonneau cover to seal it. This is only a temporary fix so it will be OK to leave it until you can get it looked at by your local Saab specialist. If you are feeling more adventurous, in the boot of the vehicle there is a plug hidden behind the fold down compartment for the roof. This controls the latches in the tonneau motor and works on reverse polarity like a window switch where power on a plug one way will close the latches and power the other way on the plug opens the latches.
8. Unhook the roof from the windscreen and leave the tap open.
9. With the help of a friend, one person push

down on the back of the roof to create a seal, and the other person apply power to the plug until the roof latches to the tonneau cover.

10. Hook roof to windscreen and close roof pressure tap.

If you are in doubt at anytime you may be best to leave steps 9-11 as the roof will be OK with a small gap at the back. You will still need to take your convertible to a specialist to have it looked at but even if they don't have time on the day they will be able to force the back to latch with Tech II. Please note that these steps are for the 9-3 convertible 1998-2003.

There are many reasons why convertibles become faulty:

- Low hydraulic fluid.
- The universal joint in the boot that lifts the tonneau cover can sheer off.
- Some of the micro switches become faulty. These are like limiters and can detect by touch where the roof is on a cycle.
- The hydraulic lines can burst or the



hydraulic rams can leak causing loss of pressure.

- The impellor in the hydraulic pump can split so no pressure is created to lift the roof. The GM 900 is completely different in that it works with an ECU which powers three motors, it uses a number of potentiometers to monitor where the roof is and these values sometimes need to be programmed in order for the roof to work. Unlike the 9-3 there is no hydraulic valve and to close the roof in the event of failure, the tonneau motor has to be disengaged in order to close or open the cover. The procedure is similar to the 9-3 and the roof can be closed in order to drive the vehicle, however, the rear part will be unlatched. There is a red release lever on the motor in the boot.

Dave Garnett recently purchased a 9-3 convertible that had a roof fault. Between us we quickly determined that in this case the impellor had split. With a new fitting kit in the pump his roof now works like new and we will hopefully see him on some of the evening runs with the roof down!

If you have any problems with the previous steps or would like more information on convertibles please feel free to contact me.

Hope to see you all at the Nationals in Suffolk! Have a good summer and see you all at our next meeting.

Happy Saabing! Lauren



9-3SS REGISTER



Hello everyone, I hope that you are all well and that you are still enjoying your cars. It's been a very difficult time for me over the past few months, as after 20 years, I was made redundant at Christmas. Consequently, I have been very busy starting new ventures and sorting myself out. So busy in fact, that I have hardly driven my car this year. I am therefore, really looking forward to the drive down for the Swedish Day. I hope that the weather is good and I will give you a report on that next issue.

Anyway, I received this rather interesting e-mail update from Geoff Calvert:

"Interesting news on my 9-3x. By chance I found an image on the internet of my 9-3x with its old plates on! Turns out it was on test for the Car Enthusiasts web based magazine so I contacted them and they sent me this reply:

"My colleague Shane passed on your request to me regarding the Saab 9-3x test car I drove way back in 2009.

"The car, as with all our tests would have been sourced via the UK press office, meaning it would have been ordered by Saab UK and put on its press demonstration fleet. As a result it wouldn't surprise me if you found other images/articles containing that same car in various other magazines/websites and newspapers – indeed, I wrote this same car up for the Irish Times newspaper. I did have a quick search around my computer for any other details on it (they often email spec sheets with all the options, etc) though it's so far back now these have been deleted.

"I do have the original high-res files for those photos should you want

All correspondence to: SIMON PARKER
2 Scholars Avenue, Huntingdon, Cambridgeshire PE29 6GP
Telephone: 07960 598447
E-mail: 93ss.registrar@gmail.com



one or two of them – they were shot by me so are fairly poor quality.

"It would be interesting to find out if any of the main stream magazines had used it so if any readers have some back copies I would be interested in seeing them."

Well Geoff, that is interesting, I wonder whether any of you have read similar articles or test reports of this 9-3x car. If you think you have, please get in touch and maybe we can piece together some of the history of Geoff's famous 9-3x.

I have included in this issue, all of the registers that I have had waiting to publish, if I have missed any please accept my apology and e-mail me to jog my memory. I am very much looking forward to the Swedish Day and especially the drive down. I will take plenty of pictures and so, if you own a 9-3 Sport Saloon, Convertible, Wagon or 9-3X and are planning to attend, then your car will feature in the next issue, along with a write-up of the day.

Until then, take care, happy Saabing and drive safe.

Simon



New Registrations

Name	Area	Membership No.	Registration
Andrew Sadler	Besthorpe	021647-3	AR03 SAD
Clive Jenkins	Bognor Regis Sussex	021550-11	HS04 OSS
Roger Tait	Penny Stratford Milton Keynes	021578-11	92 BT
Stephen Bell	Yaxley Peterborough	021608-1	FE57 YLU
Peter Black	Harpden Herts	0212100-7	MF59 T2G
Stuart Hyde	Hedsor Road Bourne End	-	FY07 UTP
Nigel Cramp	Staindrop Co. Durham	021504-9	MC57 NLC
Mel Baynham	Bigain Hill Westerham, Kent	0209260-3	LL22 MOB

Model/Details

9-3 Sport Wagon 1.9 TTiD. Carb Grey Paint, Black Interior. Year 2010, 32,000 Miles. Chassis YS3FA5MB5B1302003
9-3 Convertible Aero 20T. Black Paint, B&W Interior. Year 2004, 69,000 milesSussex Chassis YS3FH75Y46017366
9-3 Convertible Aero TTiD. Blue Paint, Blue Interior. Year 2010, 35,000 Miles Chassis YS3FH76P096003936
9-3 Linear Sport Wagon 1.9TTiD Black Paint, Beige Interior Year 2007, 53,000 miles. Chassis YS3FB56V981005622. 120bhp
9-3 Convertible Aero TTiD Ice Blue Paint, Parchment Interior. 180bhp. Year 2009, 52,000 Miles. Chassis YS3FH76P796000483
9-3 Vector Convertible 150bhp. Blue Paint, Parchment Interior. Year 2007, 72,000 miles. Chassis YS3FF75F876100278
9-3 120bhp Airflow Sport Saloon. Black Paint, Beige Interior. Year 2007, 26,000 miles. Chassis YS3FB46V881003953
9-3 Convertible Aero TTiD. Grey Paint, Grey Interior. Year 2003, 51,000 miles. Hirsch Performance Upgrade. Chassis YS3FH76Y246005852.

9-5 REGISTER

All correspondence to:
RICHARD CRACKNELL
E-mail: r.cracknell@hotmail.co.uk



Hi and welcome back to another issue already! Summer's coming and we're all looking forward to show time. I've only been to one meet all winter, this was at Yarm but I was the only 9-5 there so nothing to report. But it was a good turnout and I really enjoyed it. I have spent all Easter getting my 900 classic ready for the road, including its MOT, after being parked for two years. I had some time on my hands for a change so I had the chance to purchase a 9-5 Aero which I had seen advertised for sale by a few different traders as part ex, so I toddled over the tops to Manchester. I liked it so I bought it! (This takes us back up to five Saabs!)

I bought it knowing the engine light was on, and looking at the paperwork I found down the back seat, it had been on for the last two MOTs. After doing the usual checks I found three vacuum pipes were off or split around the throttle body areas. I replaced the hoses fitted some NGK plugs and reset the ECU with Tech 2 and all seems to be fine and dandy.

I'm hoping for OK weather at the weekend to change oil and filter, check all pads and give it a good clean inside and out.

I'm hoping to be going camping again with some fellow Saab enthusiasts at Chipping Steam Fair. Might see you there!

After the last issue, I had a responsive email to David Ayres-Regan's oil leak on his 9-5, Alan Shore writes regarding his 1999 3L 9-5 Griffin:

"Your correspondent with the Saab 9-5 at only 81,000 miles may be unlucky; that seems a relatively low mileage for that vehicle to

have major problems. One of the features of Saabs, and other quality vehicles, is that you can buy them cheaply and if they have been looked after in the past, you can expect a reasonably long and trouble free use from them. If a large bill looms, (large depends on your own interpretation and bank balance!) then scrap it and start again. If you know where to look there are plenty of good Saabs for £2,000 or less.

"Also retired at 77 years, and only doing 7,000 miles a year, I hope to get a lot more out of my car, but have always had that £1,000 figure in mind.

"My advice would be to either talk to an independent like Richard Elliott, or, providing the oil isn't making a mess on the driveway, carry on until something happens!

"Apropos the item on 'Fixed Price Service and Repair' on page eight of the April/May edition of the 'Driver', I am surprised that the V6 has been excluded from the list of priced items. Having had several 9-5s and currently a three litre V6 for over three years, I believe that all the items listed are common to the car, not the size of engine. Also the battery at £99 is very expensive, even including fitting, which most independent battery dealers will include in the price of circa £60."

Well thank you all very much for sending your stories – they make very interesting reading. I will get some ready for next time. Please keep them coming.

Richard



MOTORSPORT

26 April 2014

Stephen Higgins/Don Bramfoot
Saab 96 Two-stroke
42nd overall, 1st in class



TOUR OF HAMSTERLEY HISTORIC STAGES

The third event of the RAC historic rally championship moved to the North East for the Tour of Hamsterley Historic Stages. Based at Shildon Locomotion Railway Museum near Bishop Auckland and using the gravel roads of Hamsterley Forest, with visits to the Raby Castle Estate for some mixed surface Stately home rallying.

First three stages were smooth and slippery with the ever present deep ditches to keep you honest. Good fun, although we did suffer again on the uphill bits, the car being slightly down on power. A visit back to Shildon for service then two stages at Raby Castle followed. The car now running much better on the slightly tricky estate roads after some fettling by the boys.

A further visit to service then back to the forest. This time dryer and faster but

starting to cut up in places with a few large holes appearing. A final three mile run through the Raby Castle stage on the way back to the locomotion finish ramp. With two slightly damaged wheels and not wanting to throw the car off into the scenery wasting RAC points, this was

quite a measured run.

Third event in the RAC championship finished. The next event returns to the Welsh forests of Crychan and Halfway on the Severn Valley stages at the end of May.

Don Bramfoot



28-30 November 2014

ROBERT ALBERT CLARK RALLY

The RAC Rally has had a major shakeup this year with the event to be centred on Sunderland but roaming far afield to Scotland and Kielder with spectator specials at Herrington and Croft Circuit. It looks like it could be one of the finest routes yet with new exciting challenges for the competitors who will be running day and night on some of the best stages in the UK.

The Saab Historic Rally Team will be there in full effect for the fifth time with at least three Two-strokes among them. We have had interest from V4 Saab 96s and may see the debut of a Saab 99 Turbo on the event. Jim has even taken his car swimming in preparation.

Competitors

With event regulations imminent, I need to know confirmed and interested numbers to negotiate appropriate terms with the organisers. Our entry fees are due early in the process as a thank you to the organisers. If you are planning or just thinking of entering the event please let me know (indeed if you just want information about competing please do get in touch). The team offers a discounted entry fee, team awards and catering on the event plus useful support resources you can tap into. Our impact on the event has been significant since we first made a team entry in 2010. Last year we got two of the slowest and oldest cars in the event to 26th and 27th and we hope to continue to make an impact this year.

Spectators and Supporters

There should be good spectating on Friday night as the organisers have laid on a special stage with viewing in mind. If you come to the event do come and get a cup of tea at our catering unit in the service area.

Sunderland to host 2014 Roger Albert Clark Rally.

The 2014 Roger Albert Clark Rally (28-30 November) will have a completely new look as the event starts a new era with Sunderland as the host city.

With the rally start, finish and HQ all based in Sunderland, the route will make extensive use of the Kielder forest complex and will take in several stages that are completely new to the event in a total competitive route of up to 190 stage miles.

The event will be based around the Seaburn Leisure Centre, which will provide the venue for rally HQ, scrutineering, documentation and prize-giving. The event is also set to feature a spectacular spectator stage at the Herrington Country Park.

The format of the rally, which has been so successful over the last two years, will continue, starting with several stages in the darkness of Friday evening before two very full days of rallying on Saturday and Sunday. Initial route plans include over 90 stage miles on Saturday with a

route heading as far west as Kershope. Sunday's stages will be centred on the main Kielder complex before the finish in Sunderland from around 6pm.

"This is the major refresh I wanted to give the event," said Rally Manager Colin Heppenstall. "We've always moved the host city on a regular basis and the time was right to refresh. This should deliver the fresh challenge that the competitors wanted. We are very grateful to everyone involved at Sunderland for their enthusiastic co-operation and for their eagerness to welcome the event to Sunderland."

Heppenstall says that his target is 190 stage miles, with all the gravel miles contained within the Kielder complex. He is also working to hold the entry fee at 2013 levels despite a 20% increase in competitive mileage. Final details of the route, along with event regulations, will be released in due course.

For more details about the Roger Albert Clark Rally, please visit www.rogeralbertclarkrally.org

Jim Valentine





99 DEBUT AT 2014 PIRELLI RALLY

The 2014 Pirelli Rally saw the long awaited debut of my 99. With more years than I care to disclose in building, the perfectionist in me was finally happy to let it loose on the gravel.

This year's Pirelli ran a 'Clubmans special' with stages on Saturday and Sunday at a very reasonable price. The last few years have found me more often than not in the navigators seat of a Honda Civic in the Scottish championships, so I was as rusty a driver as you are likely to find. My friend and co-driver Grant Inglis has been driving in the Scottish championships in a rival Civic and before that a Mk 2 Escort for more years than he can remember, and had manfully stepped up to the challenge of guiding me round the stages, however one look at the notes (in

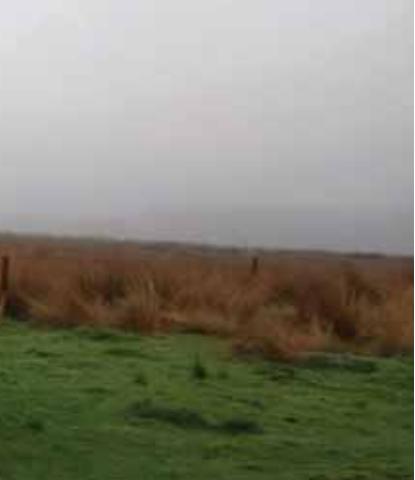
a different format to those he uses) and the scary prospect of the road book, had him nearly as nervous as me!

With a crack service crew assembled, we loaded the big van and headed south to Carlisle. The reception was warm, and everywhere we went someone strolled over to tell us about Saabs they had owned, still owned or had in pieces in the garage.

Saturday's weather was fine and dry and we headed out to the Kielder complex in a good mood with the butterflies just kicking in. Before we knew it we were at the stage start and it was helmets on, 3-2-1 go! The stage was great, fast, smooth... everything the driver wasn't! The 99 performed faultlessly and I began to enjoy myself and discover the levels of grip I had

available. Huge chicanes had been put in to slow some of the faster sections down, and coming out of the second last, just a couple of miles from the end of the stage I buried the throttle, the car pulled to the left, dug into the soft sandy soil at the edge of the road and promptly sucked me straight into a ditch! Talk about a steep learning curve, no amount of swearing or cursing was going to shift the car and we had to resign ourselves to the fact that our rally was over. The recovery crew managed to drag us back out and we could at least be thankful there was no damage as it could easily have turned into a roll.

Fortunately we had the chance to do it all over again on Sunday, and so at half-nine we found ourselves lining up again for the first of four stages that day.



The weather on Sunday had taken a decided turn for the worse, rain and fog combined with some very slippery stages had us tip-toeing our way through with the 99 seeming happy to switch ends at any opportunity. As rough as it was I enjoyed every minute, as the day went on and the stages became more cut up



the 99 just ploughed its way through everything without a flutter. A roadside service halfway through the day put the crew through their paces. Fortunately they had nothing more to do than put some fuel in, swap the tyres from front to back and send us on our way. With a field of high powered Escorts and Subarus, our only real competition was a very modern Renault 1600. Despite taking time out of him on all but one stage, I had a half spin which cost me so much time that he ultimately finished before me, but I consoled myself that my own times improved over the stage re-runs so I'm heading in the right direction.

Back home with the car on the ramp I'm pleased to report the only casualty was a bent trip-meter wheel sensor bracket, now replaced with a heavier duty one and a lot of mud to remove!

A big thank you is required for Davy, Dave, John and Connor for their hard work throughout the weekend, and to Steve at Malbrad for his invaluable input. Let's hope it won't be long until our next outing.

Gavin Chisholm
Don Bramfoot

I have been out and about a bit more and started to do a bit more car related work again. I have carried out a few welding repairs on a 'late' set of doors for the 99T rally car, so I can hang them on the car before it is trailered to have a coat of paint.

I also spent a bit of time replacing the upper and lower ball joints and fitted the rebuilt steering rack. I have fitted a new quick rack (3:1) to a later large tube. The rack was bored out at each end and threaded to suit 900 rack arms. These are a bit longer than the standard arm, but are ideal for the reduced Ackerman uprights. The rack was clamped in place using alloy mounting brackets.

I also offered up the AP brakes and discs just to see if there was any chance in fitting them to the standard front hub by spacing the calliper inboard. Unfortunately the disc caught on the lower ball joint, so vented hub discs it is then (my hubs are later mid 1980's items).

I have decided to not use the Saab brake connections since they are pretty non-standard these days. I think it's much better to have everything on the same type of thread and something you are likely to be able to get hold of at the local motor factors. The master cylinder is split front and rear, with the rear having a bias valve fitted and an input for the hydraulic handbrake included. All piping is internal inside the car.

Crusty the C900 has had a set of Bosch ProFi spots fitted and I am now thinking about getting the bits to rebuild the brake callipers since the front one was sticking on the disc the other day. After spending more time cruising in the car I am starting to see the downside of the lowering springs. They are great if you are driving hard, but at slower speeds every hole, bump and ripple is felt. The plan is to fit some T16s

springs and gain a bit of comfort back. Once Crusty has run out of MOT it's bodywork time!

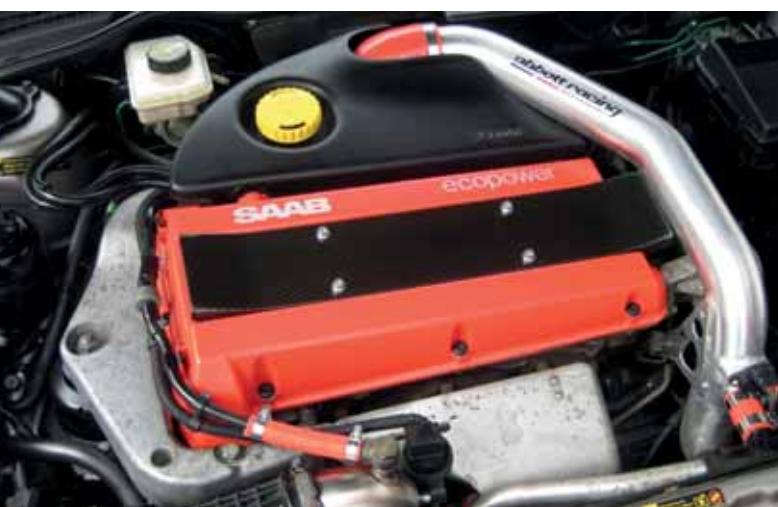
Now would anyone be interested in setting up a marshalling group? Most clubs have a team of marshals. Marshalls have the chance to get very close to the action and make events possible. They help run everything from local trials to the British GP. There are numerous training courses and levels approved and run by the MSA, the British governing body. Please email me if you are interested (see contact details at the front of the magazine).

I have been informed that Chris Knut and Nick Pinkett will be starting their rally campaigns on the Severn Valley round of the RAC championship, meaning that three Saab Two-strokes should be out together with the odd V4 and 99 thrown in. Now could there be a possibility of Four-strokers at some point during the season? Also a mention must go to our latest rallyist Gavin Chisholm with his modern spec Saab 99. I look forward to meeting Gavin at some time and having a look around his car.

And as a passing thought, would you contemplate entering an AMC AMX (go look it up, I had to) in the Peking to Paris rally? The organisers think it's a mad choice with no chance of a finish! Enter our own Jim Valentine who is having such a beast built for the 2016 event....mad, yes in a nice way!

Have a Two-stroke smoking time...

Richard Simpson



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Abbott Racing, is based near Colchester, and began its Racing career back in 1982.

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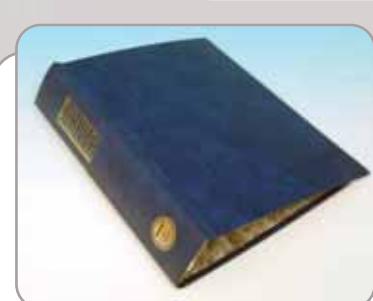
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WHY BECOME A DIRECTOR? IAIN HODCROFT

Those of you at this year's AGM will remember that I was put 'on the spot', and asked why I wished to become a director of the SOC and what I could offer to the Club. I did some quick thinking and spouted forth a couple of things that I had been thinking about – considering ways to involve children and younger people in the Club; revisiting the links with IAM or RoSPA and considering issues of 'safer driving'; perhaps reviewing and updating the Club's 'articles of association', etc... and a recognition that some work needs to be undertaken around 'repairing relationships' within the Club.

Now some of that was presumptuous, as although Members elect directors, it's the directors that decide role and task, and the meeting of the directors was not scheduled until the following day!

So, just over six months later, where are we? I keep putting off the task of modernising the articles and memoranda – it needs doing, but it's low on thrills! I seem to have adopted the role of note taker at meetings and have managed to get two of the three sets out reasonably quickly. I've taken on some responsibility for liaising with Sharon, our club shop-keeper; and contributed to the organisation of a reasonably OK 'winter-weekend' in the Black Country.

But it's the relationships between people that I wish to write about. Some things are given, such as 'you can never please all of the people all of the time' and 'moaning and complaining' is 'endemic and expected' in our twenty-first century society.

But are they? Some Club Members will be seasoned travellers and will have heard lists of all the things that are wrong with the Club; others will be widely read and will have seen many negative comments, particularly on social media, about individuals trying to do their best – and collective decisions taken that have been scorned, ridiculed and disparaged; others may be blythely oblivious to all this and just assume that the club runs itself... magically, and without any problems!

My experience, in some 28 year's membership of the club and a working life in social care of well over 40 years, is that volunteers are ordinary people usually trying to take on extraordinary tasks. In the vast scheme of things, a car club probably doesn't equate to say, giving human blood for transfusions that can be life saving ... but the principal is the same!

It's the 'gift relationship' – the giving back to the world that is the essence of volunteering, the elements of sacrifice, the contribution of time and talents, the doing

something for the greater good, the not throwing cash at problems, but developing imaginative and sustainable responses, etc!

And in my second stint as a director, that's what I've seen. People encouraging each other in good humour; people taking on tasks and responsibilities and despite real life pressures sometimes getting in the way – more or less delivering on them. And, its not just the directors – around the UK, there seems to be the creation (or recreation) of many new local groups each actively encouraging their local members to contribute and try new things!

I'm encouraged! Communication is better than I was expecting; relationships aren't as fractured as I thought. New and different events and activities are being developed; the old guard is welcoming the new – making space for them, listening and welcoming new ideas. It seems quite healthy; maybe repairs to relationships aren't needed – maybe, despite setbacks from time to time, we are self-healing, and not in need of transfusion! To quote from Anne Frank, "How wonderful that no one need wait a single moment to improve the world." Even if we are only a car club... long may we remain creative, imaginative and resourceful!

Iain

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