

Förfina

FREE online magazine for SAAB owners and enthusiasts around the world • Spring 2019



Welcome to the first issue of 'Förfina', the online magazine for all SAAB owners.

Depending on the level of response, the idea is to publish a magazine every quarter, with this issue being the Spring edition. Articles from you, the wider SAAB community, will be published and available for distribution, free of charge. It is hoped there will be factual and some technical articles, along with SAAB stories, to be shared.

As this is the very first issue, you will find some current and past articles that have appeared in various publications around the world. We hope to have something for all model types and this issue is no exception. You will also find past articles, stretching back many years, along with a smattering of humour, which may make you smile. After all, SAAB owners are not known for taking themselves too seriously, surely!

As for your editor - or should that be the fool who decided to take on such a task? Well I have been a SAAB owner now for almost forty years and that enthusiasm/passion/love/fool hardiness* has not diminished. Though my collection of SAABs over that time has been very little - we are counting just three - there has always been a SAAB in the household.

Why SAAB? That is a question we have all been asked a number of times I am sure and over the years, we have all supplied a number of answers. Now, I simply tell people, just drive one and you will understand. Then again, if you are reading this you are probably already a SAAB owner, so I am preaching to the converted.

If you have an article along with photos you would like to see in print, wish to advertise in the next issue, or simply would like to be added to the notification list, simple email it to hawksheadesign@gmail.com

Until then, happy SAABin'

David Dallimore

And finally.... Why 'Förfina'.

Translated from Swedish it reads as: *To make more beautiful and attractive.*

* Delete as applicable



The best in it's field

Photo by Sapan Dhora

SAAB 9-4x's at the Saab Club of North America's 2018 Saab Owners' Convention held in Solomon Islands, Maryland.

This picturesque area on the Patuxent River is just a little over an hour's drive from Washington DC and provides some great roads for driving and sights for seeing!



SAAB's very own X Factor

Very well known in SAAB circles is Nathan Blackmore and his heavily modified Turbo X. Here is a brief overview of what he has achieved.





- Hirsch carbon leather dash surround
- Hirsch carbon leather gearshift surround
- Hirsch carbon leather glove box trim
- Hirsch carbon leather door inserts front and rear
- Hirsch three piece grille
- Hirsch leather door handles front and rear
- Hirsch hand brake and smart slot
- Hirsch aluminium door sill trims
- Hirsch steering wheel
- Hirsch number plate surrounds
- Hirsch pedals set manual
- Hirsch carbon fibre rear boot spoiler
- Hirsch show plates

- Team Heko wind deflectors
- Rear roof spoiler
- Pair of 10mm spacers
- Pair of 15mm hubcentric spacers
- Maxton Designs body kit
- Full Powerflex poly bush kit
- Demon eyes kit
- LED high beams
- LED number plate light bulbs
- LED fog lights
- Aero force twin gauge kit
- Osram Diadem tail light and indicator bulbs
- Premium leather door cards front and rear
- Premium leather seats front and rear

- SAAB comfort light kit
- Aem water meth injection kit
- PWJDM fender washers and engine bay dress bolts
- Sabre Tuning MAF relocation mod

They say that a picture is worth a thousand words

So to precis that, here are eleven thousand 'words' and a complete specification list that makes Nathan's stunning Turbo X, unique.

- Maptun 6 pot calipers 360mm discs and pads
- Hel braided brake lines - fluorescent yellow
- Maptun coilovers for XWD
- Maptun strut brace
- Maptun carbon fibre TX front bumper insert
- Maptun carbon fibre Hirsch style rear diffuser

- Do88 intercooler & pipework
- Do88 air intake pipework and heat shield
- AEM dryflow air filter
- Do88 alloy radiator
- Genuine SAAB alloy header tank
- Do88 silicone coolant hoses
- Ram Air gold heat reflective wrap tape



- Mhi-Tdo420G
- Bosch 630cc injectors
- Billet flywheel
- CG Motorsports clutch
- 3.5" downpipe 5" 200 cell race cat 3" mid pipe
- 4.5" carbon fibre & stainless Akaprovic exhaust tips
- WG Motorsports quick shift kit
- Forge Motorsport turbo blanket
- DEi titanium exhaust wrap
- PTP Turbo blanket
- Forge alloy uprated recirculating valve
- Turbosmart wg75 alloy upgraded actuator





The Blue Devil

By Riccardo C. Ferdenzi, Torino, Northern Italy

Born and raised in Turin, Riccardo is a true SAAB enthusiast. His current project and also occasional daily, known locally as "The Blue Devil", is a four door Cosmic Blue SE og 9-3 custom SAAB Turbo.



The car is progressing and evolving, described as a mechanical work-in-progress and a great fun day/night ride. With new custom Garrett Turbo, Eibach performance springs pro-kit, Inox sport exhaust, RBM carbon fibre dash panel, K&N filters and some other additions, the car, which is also sporting a set of Super Aeros, is a crossbred of tradition and evolution.

Lowered but aesthetically true to the traditional SAAB shape and form, "The Blue Devil", Riccardo expects the car to run over 235bhp by the end of the year.

Notes from myself:
All I'm gonna say is that I'm proud to be a project car enthusiast and a true SAAB petrol head. Many thanks to David Dallimore and Förfina magazine for helping me out with this article. Looking forward to write new Turbo stories with you in the future!

Two icons

A trip to Edinburgh is never complete without a photo stop by the Forth rail bridge.

Martyn Edwards



Keeping it in the family

By Paul Arena,
owner of the SAAB 900 Carlsson.





It all started with our father, who purchased a 1977 red 3 door 99 GL for his family (I wasn't yet born) because the Alfa Romeo and Volvo dealerships across the road, didn't offer a good customer service to my proud father.

My brother Simon, is five and a half years older than me and I remember watching him care for multiple 99's and 900's. He has always preferred 99's. I've always preferred 900's.

We then proceeded to own over thirty other SAABs including Aero's, 99 Turbo's, Cabrio's, Viggan and more. Yet over the years, these two cars never left our ownership and are our versions of our favourite SAAB's.

Looking forward, my only hope is more SAAB's are loved, driven, maintained, cherished and valued as ours are.



I had a great day with my brother Simon at the Sydney Coffee & Cars meet. This event attracted a great mix of cars including approximately 250 muscle cars, 60 Japanese machines, 20 Europeans and on this occasion, 2 SAAB's.

Cars and Coffee Sydney was established in 2015 and since then has run two very successful events. The vision is to bring like minded car enthusiasts together from across Sydney to appreciate their vehicles over a cup of coffee on a Sunday morning as the Cars and Coffee group have done in both the United States and now Italy.

<http://carsandcoffee.sydney>

An unexpected prize

The SAAB 900 Carlsson was awarded 'Car of the Meet' at the Sydney Cars & Coffee event.



If you choose to go
off the grid, be bold
and do it in a SAAB,
anything else might
as well just be a
wrong turn.

Daniel Cahill
Vice President
SAAB Club of North America



If you are like most people these days you are tethered to your tech devices. If you leave home without your mobile phone, most likely you turn back.

There are, however, places that you can find yourself off the grid, intentional or not. Recently, I was travelling in a nearly 30 year old SAAB 9000 from Colorado to Texas and was able to “Find Your Own Road” by merging right when most were going left.

The drive from Denver, Colorado was pleasant given the clear winter day and Sunday traffic. Deep in Southern Colorado I discovered what I thought was a very organized junkyard near the famous site of



Pikes Peak Vigen Hill Climb. My first thought was “brake for SAAB parts,” however it turned out to be the staging ground for abandoned newer VW TDIs that await their fate, so I only slowed to a crawl.

Crossing into New Mexico brought all the enchantment you would expect from this quirky place and naturally the SAAB was right at home among the non-conformists which make up a large part of the

population. As I entered New Mexico there were snow dotted fields with pocket herds of Pronghorns (fastest land animal in North America) grazing in the distance.

Those engaged in their phones would never see them as they blend well into the golden wintery landscape. There can be a spooky feeling when you are the only person on a lonely stretch of road even when the weather is great and it’s only mid-afternoon. This road was portrayed as light grey on the GPS, the color that indicated it was really small and isolated. The fifth mile stretch was the kind of place without noise pollution and the only sounds were nature, one’s own poor singing voice and a senior Swede with her occasional squeaks as you motored down the unmarked pavement.

Occasionally, a rural farm cabin could be seen off in the hills and I imaged myself walking in snow a mile off the road if I had to call

because of a breakdown as cell service faded in and out. This underlining fear was driven mostly because I grew up in the backseat of crummy old vehicles like Ford Escorts, Mercury LTDs, Ford Rangers and Chevy Caprices all which left our family on the side of the road at some point or another. I remember spending many hours as a kid laying in the backseat coloring those puzzle travel books you got at truck stops waiting on a rescue.

The SAAB, of course, had other plans and got me to my destination with a smile on my face and that feeling you really only get from the seat of a 9000, saying to yourself, “wow, they really just got the layout of this car right the first time!”

I took time to hit the ski sloops near Cimarron, New Mexico (yes, like “Cadillac Cimarron”) while the 9000 relaxed in the valley with other euro chariots and many

workhorse Subarus. Duty called and I loaded the SAAB up and headed deeper into New Mexico. I had planned to limit my decision-making for the day to only “red, green or Christmas” (reference to local chile pepper sauces) and focus on a relaxing day as I made my way back home to Texas.

Aware of my personal limits and with lots of ski runs under my belt I grabbed a hotel in Amarillo, Texas as the sun disappeared into the mountain range behind me. The next morning I pressed on, tackling the gloomy drive back to Dallas, Texas. This stretch of Texas is flat and not a landmark for hours to look forward too other than perhaps the famous Cadillac Ranch. I fired up some morning NPR on the Clarion-SAAB stereo, hot coffee in hand (remember the 9000 does not have a cup holders), started to scan the oncoming traffic for any SAAB sightings in the wild and made my way home.



A happy accident

By David Dallimore



Having been the proud owner of a SAAB 9000 Anniversary for over a decade, I was more than a little annoyed when, whilst returning home I was side swiped, at a crossroads, by another motorist. I did manage to swerve to avoid a head on accident, but caught the side of the car.

My immediate thought was that as it didn't feel too bad, I would end up with a dent in the door. But on closer examination it was clear the B & C posts were badly damaged, resulting in both doors not closing properly.



Scouring for a replacement, I came upon a SAAB 9.5 Aero for sale and immediately recognised it as one of the ten cars created by Squire Furneaux, the old SAAB dealer in Welwyn Garden City. I immediately contacted the seller and arranged to view the car (it was over two hours away) the next day. Upon viewing the car, my initial assumption was right. After a brief test drive and negotiations, I drove the car home the same day.

That was over four years ago and the car still surprises me with the level of comfort, practicality and of course, it's performance. We have driven the car to a number of SAAB events including IntSAAB both in Sweden and Norway, where the autobahns of Germany and the twisting roads of Norway

didn't phase the car at all. Norway is stunning and certainly a country I would wish to revisit - from its fjords to the vast mountain tunnel network, there is something to see for even the most hardened motorist.

The car has had a few repairs, such as new battery, bushes, tyres, clutch etc. with the exhaust being replaced with a new custom performance stainless steel system. Unfortunately, the original Hirsch exhaust was missing and despite trying, I never did find a replacement.



300BHP (And going fast.)

We have just ten 9-5 Aero 2.3 Turbos available, complete with a full Hirsch performance upgrade, saving you over £12,000 off the list price.

- Includes Hirsch Aero to 400hp
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- Top speed of 162 mph (boost)
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Usual list price £28,075.
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now your mind



Rusty
but trusty

Very early SAAB at IntSAAB 2015, held in Vadstena, Sweden.



SAAB

Snow Trek

By Martyn Edward

A SAAB meet up... at a ski centre... during a snow warning.



Of course it makes sense knowing two things, the first of which our cars hail from Scandinavian heritage, so a pattering of snow shouldn't really pose a problem... should it? The second of course being, as a group we are always up for an adventure!

A small convoy of SAABs proceeded from the north, while another convoy advanced from the south, meeting up at a near perfect halfway point, Stracathro Services on the A90, in Scotland.

The snow has already begun and the excitement increased. Our convoys now intertwined as one long snake of SAABs, a united unit with 'mostly' winter tyres, pressed on through the Scottish wintry weather.

Our chosen route to the Lecht was 'The Cairn 'o Mount', usually the first road in Scotland to close and the last to open due to the weather, but even this posed little challenge to our fine breed as we breached the summit and re-gathered our SAABs with much hilarity.

Descending now towards Banchory we rejoined main roads, relatively black in colour (a small relief) but our convoy still has a fair trek to go until we reach the Lecht summit and with snow still falling, the question was whether or not the snow gates will be closed.

Many sighs of relief followed an hour later as we approach the gates, halfway up the hill and still fully swung open, welcoming us into what becomes a polar bears paradise 2,090ft above sea level. Our convoy has done it and in best SAAB tradition, a celebratory snowball fight ensued to honour the moment.

After a while it was time to head home, with a SAAB convoy back down the mountain, before the snow gates close once more.





The Morning After

The 9-5 has been under the knife, the obligatory rust cut out on the rear wheel arch bases, welded and made beautiful again and some surface dents removed from the bonnet



The front Aero bib had been broken and fixed poorly in the past, which has also been removed, plastic welded and resprayed again too.

And of course the icing on the cake - the rare SAAB boot lip spoiler has now been renovated, resprayed and attached. Cosmetically it makes a world of difference to the look and style of the car, it adds a purposeful touch to the rear, discreet but a bit edgy, it really adds the finishing touch to the SAABs exterior.

The folks I use, really are fantastic, they care about perfection and although the Saab was possibly the 'cheapest' car in the workshop, it felt every bit as pampered as the Porsches, Ferrari and wonderfully rare, early Subaru also their for a touch of cosmetic surgery.

The morning after collecting it, I returned to a car park and seeing the SAAB felt proud to own such a stunning car, the details have made a huge difference to the overall style and in my eyes, is now a pretty much perfect 9-5.

Paul Petherick
<http://saabvsscpticism.co.uk>



The best
in it's field

Photo kindly submitted by Nathan Blackmore.

A brace of SAAB's

Photo by David Dallimore

Two SAAB's at the Royal International Air Tattoo.
The world's largest military air show, in Gloucestershire, England.



In memory of my good friend, owner of many SAABs including this 96, Alan Sutcliffe.

During the day Alan was repeatedly stopped by security staff, from parking his 96 in front of the Gripen, for a photo. As the event came to a close and people started clearing their stands, we realised we suddenly had a short window of opportunity. So taking a less direct route (hiding behind various pieces of aircraft equipment) we managed to sneak in front of the plane.

Dashing from the vehicle, I took a few shots, before we were spotted, some way off by a staff member. A quick getaway then ensued.

In such moments, SAAB memories are made.



I had just got on the freeway when my wife heard a noise and I started smelling gas, so I took the first available exit and after stopping, saw a pool of gas under the car. On closer inspection I found the fuel line had broken.



I didn't do myself, or the car, any favours by trying to move it onto a side street as it was at this point when it caught on fire. Fortunately a fire engine was at the lights, and they immediately put the fire out.

I had the car towed to my house but didn't know what to do? I could not decide whether to crush it or not, so it sat in my garage for a month before I deciding to get started on a gruelling adventure of restoring it.

Ten and a half months later, it is completely restored from top to bottom, bumper to bumper (including rewiring, rust removal, new floorboards, sealing undercarriage, new paint job) and the photo to the left is the result!



Dan's 'Phoenix'

My name is Dan Rojas, I've owned this 900 since September of 2014 and get a lot of compliments from friends and acquaintances about the car, enjoyed every moment.

Then one day it was involved in an engine fire.



Many of us have done it. Go online or speak to your current breakdown service and explain you will be travelling abroad and need breakdown cover. All seems very straightforward.

They ask where you are going, for how long and can you give the registration number of the car you will be taking - this part is very important. They check and confirm the price, which you subsequently pay.

You think you have breakdown cover? Think again

Now let's be honest, very few, if any of us expect to breakdown. If the unmentionable does happen, you might feel rather smug in the knowledge you and your car are covered and if the worst happens you will all be transported back to Blighty.

So let's assume the worst does happen and you are stranded in foreign lands, with a poorly SAAB for company. A call to your breakdown service will get you recovered to a suitable garage, where your car will remain whilst you travel on your journey in (hopefully) a hire car.

Finding out your SAAB will not proceed for the foreseeable future, the next stage is to get it back home for some serious SAAB time with your friendly mechanic. And it is at this point things don't go to plan. The breakdown service cost to return your car is somewhere between £1,500 ~ £2,000, depending on where the car is. The

breakdown service will let you know it is not worth bringing the car home, so the only alternative is a financial settlement.

If like most SAAB owners your car is worth more to you than the market value, a heated discussion will take place, but let's be honest they have you over the proverbial barrel, especially when they point out the small print in your breakdown agreement. So you end up without a car, some money, but not enough to get you a like for like replacement. Not forgetting the loss of the items you left in the car when you broke down.

So the question is, if they ask for your registration number, then they clearly know BEFORE you pay, that your car will never be repatriated, despite telling you otherwise. How legal this is? Better informed people than I can probably explain, but it doesn't seem right does it?

I have investigated further and it seems you have two options. Make sure your insurance value of your car is greater than £1,500 or contact one of the online breakdown services who will cover you, irrespective of the value of your car. The cost for this is somewhat greater, but at least you can bask, safe in the knowledge that your favourite Swede will be with you for a little while longer.

David Dallimore



Puurfection?

SAAB 9-3 Hirsch Aero Sports Wagon at IntSAAB 2015, held in Vadstena, Sweden.



Saving fuel

By Chris Ivory

There's many a myth or old wives' tale written, or spoken, alongside the scientific study and research into fuel efficiency, regarding how the average motorist can save themselves a few pennies at the fuel pump. Some snippets of information prove true, and helpful. Others, at face value, appear to have the whiff of fish about them. Then there is advice, with good intent that, simply, does not stack up.

Let's examine some of them. Are they true, false, or somewhere in the middle?

1 Filling your tank to nearly full will prevent fuel evaporating. Older cars did indeed have systems that allowed fuel vapour to escape to the atmosphere. But today, cars are designed with vapour recovery systems. Some systems – particularly in the US – are also pressurised, and so venting to the atmosphere will show as a Check Engine Light. So, this advice depends on the age of your vehicle.

3 A manual gearbox is more economical. This is still a debatable area. In days gone by, when gear change in an automatic gearbox was overseen by a mechanical governor, it was easy to improve your economy by choosing a manual gearbox over the auto. Again, it is argued, the advent of better automatic gearbox design, computer controlled for optimal gear changes, has made the manual less of an economical option. I would suggest that a large variable, the elephants in the room, are the skill of the driver, and your typical journey – city, motorway, town, traffic jams...

4 A dirty air filter kills your economy. The engines in older vehicles pulled air straight through the air filter into the carburettor, so a clogged filter could affect fuel mileage to some degree. But today's advanced engines have a computerized engine control module (ECM) to precisely regulate the air-to-fuel ratio. In a modern vehicle, air goes through the filter and then through a mass airflow sensor that lets the ECM gauge the airflow and adjust the fuel accordingly; less airflow means less fuel is sent to the engine. While fuel mileage may not be affected, dirty air filters can lead to sluggish acceleration.

2 Coasting in neutral towards a stop will save fuel. Although doing this is illegal, this is true for a vehicle that is fitted with carburettors. But with contemporary ECU's that sense when the accelerator is eased off above idle revs, and shut down the fuel injection, it is more than done for you, automatically.

5 Filling up when it is cooler gets you more fuel. For years, a myth has persisted that if you buy fuel in the cooler part of the day – say in the morning during summer – you get more for your money, since a cooler liquid is denser. This theory may sound plausible when you're at the pump during the heat of the day. At filling stations, however, fuel is almost always pumped from storage tanks underground that are naturally insulated from large temperature swings. Because of this, any slight change in the temperature of the fuel is so small you wouldn't notice any appreciable saving

7 Fuel additives can increase mileage. Consumers in general and car owners in particular always want to find some magic fix in a bottle. That's why a typical auto-parts store usually has an entire shelf dedicated to various potions promising better mileage. While fuel-injector cleaners may lead to better fuel economy if the ones in your car are dirty and clogged, other fuel additives – even if they work as advertised – probably would not save enough to cover their added cost. To help protect consumers, the Federal Trade Commission has a website dedicated to the doubtful claims of "fuel saving" products.

6 Cruise control saves fuel. Since a vehicle's cruise control system is designed to maintain a constant speed, most drivers assume it will help them save fuel. On long highway trips on generally flat terrain, that may be true. But you've probably experienced the sudden acceleration that cruise control systems create when confronted with an incline in elevation. That rapid acceleration burns a lot of fuel, as if you mashed the fuel pedal yourself. An alert driver anticipating an upcoming incline will typically apply pressure to the fuel pedal slowly as needed to maintain speed without the sudden engine revs caused by cruise control.

8 Fuel mileage drops as vehicles age. If you don't maintain your vehicle, of course its performance will degrade and so will fuel efficiency. But if you keep your vehicle properly maintained and see to any needed repairs, you shouldn't see any noticeable decline in fuel economy. Regardless, some of maintenance items to address as a vehicle gets older include dirty fuel injectors, defective oxygen sensors, worn spark plugs and plug wires, and a defective or leaky fuel cap.

9 Topping off the tank helps fuel mileage.

Do you continue to add fuel to your car even after the fuel-station pump automatically shuts off, indicating that the tank is full? Many people think that by topping off their tanks they're getting as much fuel as possible into the car and thus can go just a bit farther between fill-ups. The reality is that after your tank is full and your fuel nozzle shuts off, any additional fuel is drawn into a fuel station's vapour recovery system – and back into its storage tanks. And according to AAA, you could even damage your car's evaporative emissions system by topping off your tank.

10 Lowering a truck's tailgate improves mileage.

Drivers of pickup trucks have long assumed that lowering the tailgate is better for aerodynamics and therefore improves fuel mileage. But Diane Bloch, an aerodynamic-performance engineer for General Motors, driving with the tailgate up is actually more aerodynamically efficient. She says that as air flows over the truck, it falls over the cab and pushes forward on the rear of the truck. The benefits of that airflow are diminished when the tailgate is down. Bloch says that replacing the tailgate with an aftermarket net is worse than having no tailgate at all; she compares it to a boat dragging fishing net through water.

Today, too many economy cars aren't.

Over 100 million dollars will be spent in the next year advertising everyone's idea of an "economy car." But it won't change one basic fact. That low priced car you buy today can turn into a high priced car tomorrow. Once, maybe, you could afford that "economy car." Despite the inevitable repairs, you could think you were saving money overall. But not anymore. Today you've got to think hard about how much it's going to cost to make the car last. Fuel. Maintenance. Replacement of parts. Big repairs. Small repairs. All those costs are skyrocketing. That's why a so-called "economy car" can turn out to be pretty uneconomical in the long run. That's why we say now you need us. Now you need a SAAB 99. We didn't build it to be an economy car. We built it to be totally economical.

SAAB is a Swedish car. You expect better craftsmanship. That's why there's an exclusive "free-wheeling" feature on the SAAB 99. Even the best engine will last longer if it can "luff" once in a while. And free-wheeling mechanically disconnects the drive from the wheels when you lift your foot from the gas. So the engine slows to idle. You literally roll along till you step on the gas again. Saves the engine. Saves the transmission. And saves 5-8% in gas mileage, too.

You don't inspect quality into a car. You have to build it in. Like SAAB does. For example, SAAB uses thicker sheet metal, making a SAAB 99 body stronger right off the bat. But, it also means a SAAB has a tougher ride. If another car should buck into a SAAB 99, chances are he'll get the dent. And the bill to fix it. Not SAAB 99, the Well-Built Swede.

The SAAB 99 features an over-head camshaft engine. Although it has fewer parts, it's not cheaper to make. But it is cheaper to run. You get more power from less engine. And because it doesn't weigh much, better handling and less tire wear. Oh yes. You can have fuel injection with the SAAB 99. It electronically meters the exact amount of gas at any speed. Cuts exhaust pollution, too. Detroit will have it in a couple of years to meet pollution requirements. SAAB's had it for a whole year.

Maintenance and service requirements on the SAAB 99 are minimal. But your savings aren't. Our 13 inch wheels allow you to get larger disc brakes. And they're on all four wheels, too. Our tires are radial ply, not only because they hold the road better, but they last longer. Oil changes? Every 3000 miles. And it never needs grease.

Now, you have good reason to see your SAAB dealer's full line of Well-Built Swedes. Do it.

The Well-built Swede SAAB Now, you need us.

SAAB

February Stroll



It all started way back in around 2006. A small group of local SAAB enthusiasts, still recovering from their Christmas indulgences agreed to get a bit of fresh air, followed by a hot Sunday lunch at a local pub. The SAAB Stroll was born.

From those early day, there has been few changes, other than moving it to February, simply because of better weather.

The same philosophy holds true today, with the only difference being the ever growing number of SAAB owners, happy to brave the cold, wet February weather found here in the UK.

The SAAB Stroll is not a car show, but a social gathering of familiar and new faces, to meet, talk SAAB (obviously) and enjoy the day's activities.



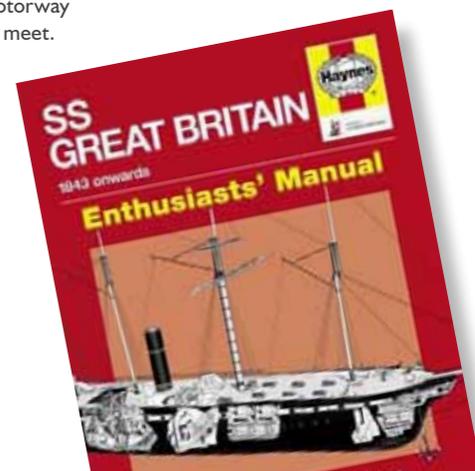
In the past we have visited car museums, picture perfect villages, the Concorde and for 2019 a guided tour of the SS Great Britain was arranged, followed with an optional 'stroll' to a Victorian dockyard, with a Sunday lunch at a local country pub.

The day started off with a wet, overcast sky at the motorway services, where we all planned to meet.

A fine selection of SAABs turned up from far and wide - Midlands, Wales, London and even the Isle of Wight!

Brunel's SS Great Britain is one of the most important historic ships in the world. When she was launched in 1843 she was called 'the greatest experiment since the Creation'.

By combining size, power and innovative technology, Brunel created a ship that changed history. His vision for the SS Great Britain made her the great-great-grandmother for all modern ships.





The Underfall Yard is a historic boat yard on Spike Island serving Bristol Harbour, the harbour in the city of Bristol, England.

Underfall Yard was commonly referred to as "The Underfalls" and takes its name from the underfall sluices.

Collecting all the SAABs together, we headed off in convoy, for a short scenic drive through the Avon Gorge, under the Bristol Suspension Bridge to the designated car park at the SS Great Britain.

Despite spending almost three hours there, we never did manage to see all of it, so plan to return at a later date.

Early afternoon a number of our group decided to take 'the stroll' to the Underfall Yard, a Victorian dockyard and pumping station, found at the mouth of Bristol's historic Floating Harbour. Most, if not all came away surprised to find this little hidden gem - it is the only working Victorian dockyard in the World.

A short drive later and we arrived at our country pub of choice - the Failand Arms where the drinks flowed and the excellent meals were served quickly and efficiently.

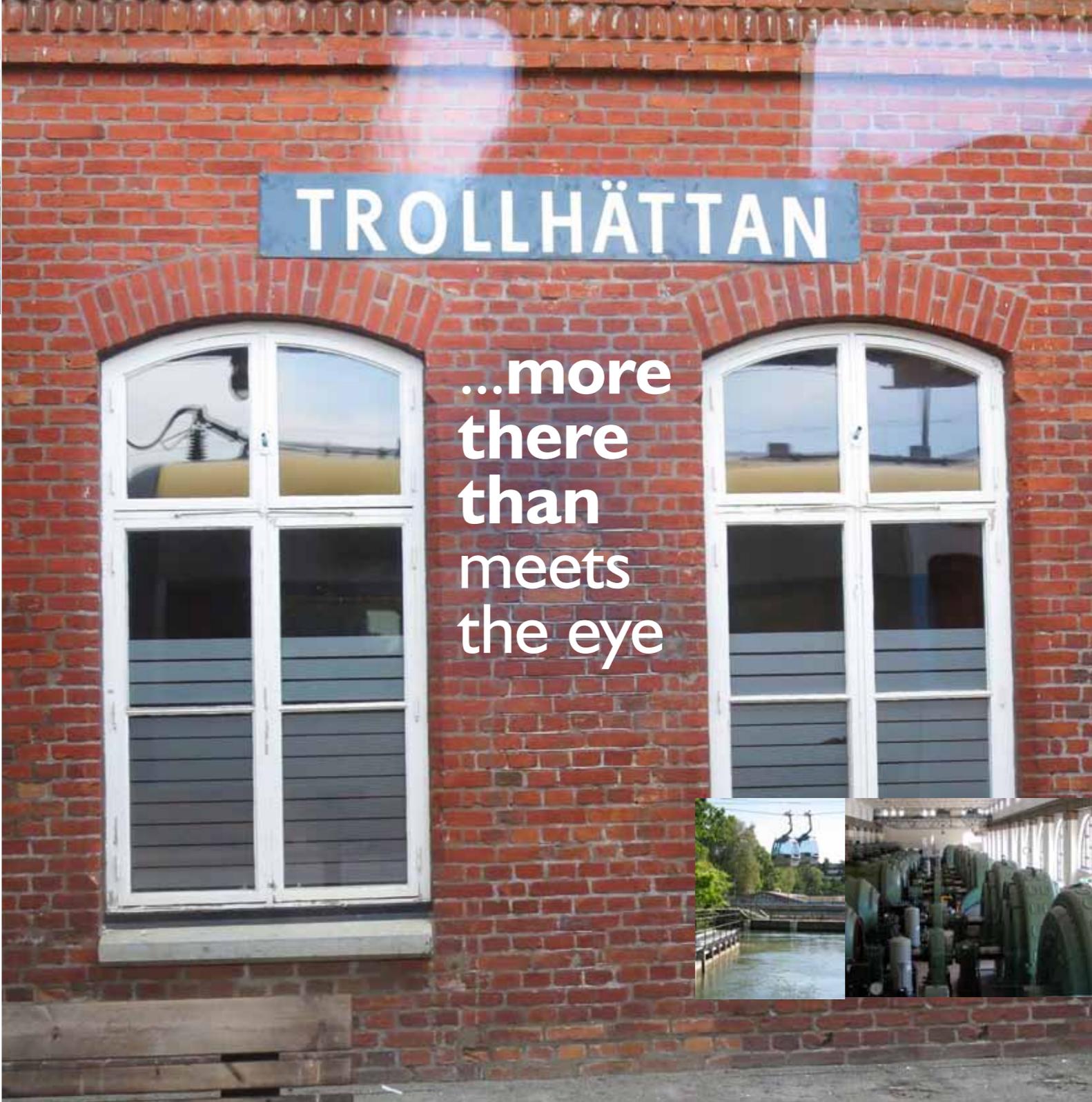
There were over sixty people for the ship tour and over fifty for the meal.

Plans are already afoot for next year's SAAB February Stroll. So, who wants to sit in a Vulcan Bomber?



LINKS:
www.ssgreatbritain.org
www.underfallyard.co.uk
www.failandinn.com/

The Matthew, a replica medieval sailing ship, requiring attention at the Underfall Yard.





Trollhättan is a city and the seat of Trollhättan Municipality, Västra Götaland County, Sweden, with 46,457 inhabitants in 2010. It is located 75 km north of Sweden's second-largest city, Gothenburg.



Innovatum's science centre is the place for you to discover, experience and test technology. It has 4400 square feet of interactive stations, creative playgrounds and fascinating experiments! At Innovatum's science centre there is the opportunity to be active, play and try things for the whole family, but there is also room for the one who wants to walk around and take it easy and take part of information and history.



Olidan Power Station is a hydroelectric power station located in Trollhättan, Sweden. First opened in 1910, it was the first large scale attempt at generating electricity from water in Sweden. The construction of Olidan led to the founding of the Kungliga Vattenfallsstyrelsen, which later became Vattenfall.



The Canal Museum. Enter a hundred-year building, and take part in the history behind the Trollhättan canal and lock system. Here you can, among other things, look at different boat models, the well-preserved dive suit from the 19th century and much more. The canal museum opened in 1984 and is housed in a hundred-year building at the upper slope. Here are about fifty boat models and a diving suit with underwater tools from the 19th century.



Trollhättan Falls is a waterfall in the Göta river in Sweden. The falls start at Malgö Bridge in central Trollhättan, and have a total height of 32 metres, making up a large part of the 44 metre total fall of the river from Vänern to Kattegat.



The Göta Canal is a Swedish canal constructed in the early 19th century. It formed the backbone of a waterway stretching some 614 km, linking a number of lakes and rivers.



And slightly further you will find **Läckö Castle**, a medieval castle in Sweden, located on Källandsö island on Lake Vänern, 25 kilometers north of Lidköping in Västergötland. Brynolf Algotsson, Bishop of Skara, laid the foundations for a fortified castle in 1298 originally as a fort that consisted of two or three houses surrounded by a wall.

Links:
www.innovatum.se
www.vastsverige.com/en/falls-and-locks/
<http://www.lackoslott.se/>
www.vastsverige.com/en/trollhattan-vanersborg/produkter/the-canal-museum/
<https://powerplants.vattenfall.com/en/olidan>
www.gotakanal.se/en/



There is a difference.

There are people who drive cars.

There are people who drive SAABs.

Brahe Church door on the island of Visingsö, on Lake Vättern in Sweden.

It started at our local pub

Reminiscing over a group trip to the SAAB
60th Anniversary festival in 2007

You know how it goes.

Sat in a pub during one of the Great Western SAABs monthly meets, someone mentions that SAAB are holding their 60th Anniversary in June and wouldn't it be great to go. Someone else agrees, another says that's a good idea and before you know it, a plan is hatched to spend two weeks in Sweden.

Sounds very simple and straightforward and on the whole it was. Organising somewhere for us all to stay was perhaps the biggest challenge, as there were a total of 18 people going and we all wanted to be under the same roof. Eventually a house was found near Trollhättan, which as luck would have it, was owned by an English family, with the husband working for SAAB.

Monday We arrived in Sweden along with the hottest weather for 40 years. The house, being previously a village hall, was more than adequate for space. With plenty of outside space, enjoying the evening air. At this time of year the sun never really sets, giving more of an evening glow rather than darkness.

Tuesday Next day our first planned trip was a three-hour drive, stopping for lunch alongside a lake that is approximately the same size as Wales, carrying on to Nordic Racing to look around their workshops, meet the owner and staff and generally nose about.

Nordic were very friendly and helpful explaining what they were working on, what improvements were expected and their plans for the future. Nordic's involvement with biofuels was very interesting and clearly, in Sweden at least, this is the way to go.



Wednesday Swedish national holiday, so we were able to unwind and wander around the pretty village of Vara, stroll along the river, stopping for some light refreshments by a brook.

The fantastic sunset, good food and a few drinks combined with the balmy weather ensured everyone was beginning to unwind fully and enjoy the Swedish way of life.

Thursday A 50 minute drive through a few villages to Trollhättan for the SAAB parts day. This is where SAAB sell off any items they no longer wish to store. To say there were bargains to be had would be an understatement. Interior trim, panels, mechanical, electrical, bodywork, accessories you name it, they had it, though it must be said that in some cases (door panels for example) only one side was available. The queues were long, but nevertheless it was a great day.

The SAAB museum was also open throughout the weekend and free to enter, so a visit to this was planned for later that day and again we were not disappointed with the selection of cars on display from UrSAAB to the stunning Aero X.





Friday A laid back return visit to the parts day which thankfully was much quieter, with another visit to the museum. Along with this were trips to the main SAAB dealership (ANA), seminars and displays.

Saturday SAAB track day at Kinneskulle Ring followed by the SAAB banquet. Nothing could have prepared us for this. The sight of Two-Strokes, Sonnets, single seaters, Stig in his 99T, modern SAAB track cars plus the amazing SAAB Performance Team all on one day was a memory that will stay with us all for a very long time. Being able to stand no more than 10 metres from the Performance Team was something that simply would not happen here in the health and safety world of the UK.

The evening was equally memorable as 1,600 SAAB enthusiasts sat down for a traditional Swedish meal. Located in an old SAAB factory block added to the atmosphere with musical entertainment and between courses, stories of past exploits from the likes of Eric Carlsson and Stig Blomqvist. SAAB friendliness has no boundaries – a good night was had by all.

Sunday The SAAB Festival final day. To see so many SAABS in one place took a bit of getting used to. Wherever you looked there were superb examples of the marque, with equally friendly owners. It seems language has no barriers on these occasions.

The highlight of the day for us was late afternoon when as everyone was getting ready to leave, we spotted Eric Carlsson passing by. The true gentleman he is and despite what must have been a very tiring day for him, he was happy to chat and we ended up taking a group photo with the great man himself.



There is so much to see and do around Trollhättan, we visited Gothenburg for a day's sightseeing and took a canal trip (including the infamous 'Cheese Slicer' bridge) as being the best way to see the city. The following day was visit to the SAAB factory at Trollhättan. This was planned so we could see the production line in action something that would not be operational during the SAAB festival. Day trips to a medieval castle, aircraft museum at Linköping, strolls along the canals made the trip very special.

As is the problem with such holidays, it finishes far too quickly and we are left with only the memories and pictures. So there you have it. A potted history of our 2007 trip to Sweden. A holiday is only as good as the people who go and the people you meet and I personally would like to thank everyone for making this trip probably the best two weeks for as long as I can remember.



Sign

of the times

August 16th, 2016.

One of the last photos taken of the SAAB sign
outside the Trollhättan factory.





Part number.



The pack contains the following:
• wire frame
• 10 springs
• two cable ties
• two grommets.
There are no fitting instructions.



Removal of the drivers seat is very easy. There are two slide clips on the front and the rear simply hooks in to a floor fixing.
The passenger seat is fixed to the base by four bolts, so a little more time is required to remove it.

Sitting pretty

SAAB SEAT BASE REPLACEMENT INSTRUCTIONS

The replacement version uses a wire frame with springs to attach to the seat frame. Seat bases are available from specialist SAAB suppliers.



Once removed I found turning the seat upside down and positioning on a table was ideal. NOTE: The photo shows a temporary seat base repair. It is possible to replace the base without removing the seat cover.



The original hooks can be easily removed by carefully pushing down near the hook using a flat headed screwdriver, so as to ensure no damage to the seat.



The wire frame has a hessian type string wound through the wires to keep the distance between each wire constant.

Also remove the flat disc that holds in the wire, which in turn gives the seat its shape. Once removed check for any tears or damage to the base and repair it if required.



The central 'string' has loose ends. To ensure the ends do not become unwound fold the ends over, tie with a thin wire (freezer bag wires are ideal) and if preferred wrap with tape.



Folding, wiring and taping ensures the 'string' does not unwind.



There is also a metal plate with a hole. This does not appear to be of any use for the 99 seat, though may have a practical use for the 900 model.



The wire frame ends should be pointing down towards the floor, NOT in to the seat base.

Fit all ten hooks in to the seat frame, hooking in from below.



The next stage is the most difficult. I did try hooking in the opposite spring using a stone chisel, placed over the wire frame and on to the hook. The intention was to slide the frame down until it was caught by the hook. This resulted in two problems. The hook itself needed opening up slightly more to allow the stone chisel and frame enough space for the wire frame to slide in and secondly the resistance from the spring itself proved to be too much. After much head scratching I tried diagonally attaching the springs, which I have to say made it much easier.

•1	•6
•7	•2
•3	•8
•9	•4
•5	•10

Sequence for attaching springs to the wire frame - difficult but with a patience, it's possible.

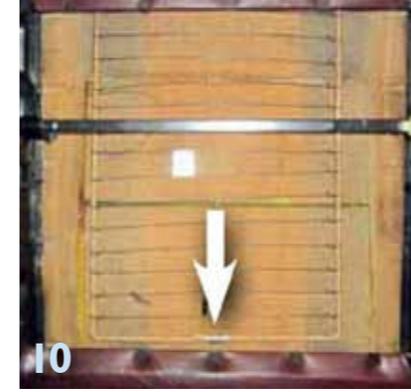


Chisel is threaded over the wire then in to the spring hook. Push up so the spring is stretched over the wire. Then push the wire down in to the hook, so it is captured.



Once complete re-attach the flat disc to the seat wire. You may find that due to the position of the springs you are restricted as to the position of the fixing wire and disc, especially as the opposite end, will not now hook in to the frame. Use a cable tie to attach the hook end to the seat base. Your seat base is now finished.

I never did work out what the cable ties and grommets were for!



Position the frame on the seat base with the silver wire fixing clip viewed to the back of the seat. The reason for this is that most of the weight will be towards the back of the seat rather than under the knees, so positioning it this way will give the greatest support.

The ten springs have very deep hooks and I found that opening the angle slightly greatly improved the ease of fitting (more on this later).



OWNERS STORY: We went to buy a Honda Civic and ended up with a SAAB 99 Turbo.

I blame the 'hormones'





In 1978 I was looking for a company car and test drove a three door 99 Turbo. Despite wanting the SAAB, the company I was working for decided a Lancia Beta Coupe would suit me better.

Fast forward a couple of years and I had started my own design company, and family life had also changed, with a now eight month pregnant wife.

We decided a Honda Civic would be the sensible choice, so I returned to the same dealership, where I had driven the SAAB.

We were met by the same person who accompanied me on the test drive a couple of years earlier and I explained how frustrated I was that we didn't get the SAAB.

He then told me that they had one two door 99 Turbo in the showroom and if I was interested, he could give me us good deal.

It was not as practical as the Honda, only had two doors so not ideal for a baby and was certainly not as cheap, but it did look stunning. I looked at my wife, she could see I was smitten and simply said 'If you want it, buy it'.

I was surprised, but didn't ask a second time and bought it there and then. To this day, I still think that being eight month pregnant and the hormones that accompany such a condition, had a major factor in her decision making.

Three children and almost 40 years later, the 99 Turbo is still in the family and continues to give the same 'buzz' I felt when I test drove the three door, way back in 1978.

David Dallimore



Put to the test

Hammerite **underbody seal**

“Gives heavy-duty protection to high impact areas of your vehicle, such as wheel arches, underbody etc. One coat, heavy duty protection offering excellent

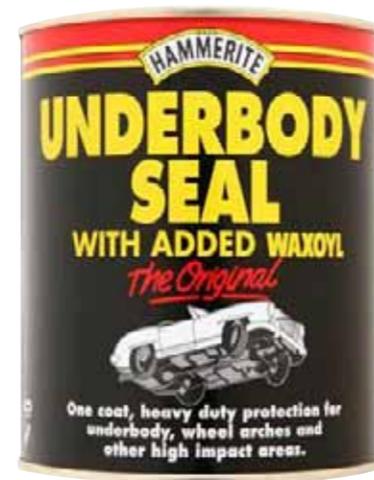
corrosion resistance. Remains flexible, will not crack or peel and gives a super smooth application. Can be used on underbody, wheel arches and other high impact areas.”

Ease of use. Straightforward, though can be a bit mucky if applying by brush. Best to remove as much rust as possible from the vehicle before use.

Use a rust convertor before applying Waxoyl, for added protection and prevention of rust returning. Best applied as a thick coat - a 1 litre pot goes a long way, but it will ruin your brush.



Protects reasonably well, though there is evidence of some rust appearing, a year after application. There are other better, though more expensive, options.



5 Give a person a fish and you feed them for a day. Teach a person to use the Internet and they won't bother you for weeks, months, maybe years unless you give them your email address.



9 Death is the number one killer in the world.



1 Life is like a Vindaloo. What you do today may be a burning issue tomorrow.



2 In the 60's, people took LSD to make the world weird. Now the world is weird, and people take Prozac to make it normal.

Nine important facts to remember as we grow older



4 Health nuts are going to feel stupid someday, lying in the hospital, dying of nothing.



6 Men have two motivations: hunger and hanky-panky, and they can't tell them apart. If you see a gleam in his eyes, make him a sandwich.



8 Life is sexually transmitted.



7 Good health is merely the slowest possible rate at which one can die.



3 All of us could take a lesson from the weather. It pays no attention to criticism.



Perfect picnic?



The scuff that rims are made of

Rim Guards: A report and opinion on how well this product performs.

If you follow the instructions provided, they are certainly straightforward to fit. Cleaned the rim of the wheels using their wipes, which were too small. So I went over the rim again with carb cleaner, to ensure a clean, good bond, then applied the additional brush on liquid (for extra stickiness) which came with the RimGuards and looks like nail varnish.

When fitting, I did warm the rim and trim with an old hair dryer, which softens the trim, making it easier to mould to shape. Should your wheel rim have any deep scuffs, the adhesive on the back of the Rim Guard does not adhere well. In this case I used a few spots of superglue in these problem areas and at approximately 2 cms distances for added bonding.



Although the colour (light grey) does not match the colour of my wheel, it is fairly discrete and would be even less noticeable on a silver wheel.

A bit of an update: After some local and motorway trips they are all still present and correct, though a bit of superglue was required in one spot, on one wheel as the rim had lifted slightly. I think this is because the wheel surface itself was scuffed, so the original tape could not adhere properly.



Update two: I lost one trim, probably due to having new tyres fitted. As I have a spare set of trims, I cleaned the wheel and fitted a new one.

Overall very pleased with an unexpected bonus of making the wheel appear slightly larger. If you do fit them, a tube of superglue gel should be added to your in-car tool kit... just in case.

David Dallimore

<https://rim-angel.myshopify.com/>

SAAB Viggen

A high-powered version of the SAAB 9-3, the "Viggen" (Thunderbolt), was marketed from 1999 to 2002. It was named after the SAAB 37 aircraft.

The cars were equipped with a higher capacity intercooler, performance tuned ECU, flow through muffler and tip, heavy duty clutch and pressure plate, stiffened and lowered springs, firmer dampers, as well as stronger CV joints and driveshafts.

In 1999, the Viggen was the first 9-3 to use SAAB's Trionic 7 engine management system.

Family portraits



SAAB Drive it Day UK

A small but perfectly formed group of SAABs and owners met on a sunny Sunday in Gloucester to be part of the National Drive it Day

- car owners are encouraged to take their vehicles out to show support for the car industry here in the UK.

First place to visit was the Jet Age Museum next to Gloucester Airport. This hidden gem is well worth a visit - free parking and free entry. Being able to climb in to the cockpit of a Vulcan bomber, is a memory I am sure some will treasure.

One thing we didn't expect to see was a 1922 Gloucester Unibus Scooter. There are only three left in the world and the museum has the only complete and working model. Due to the astronomical cost of manufacture these little scooters never went in to production. The other two were sent to Italy and you might see a similarity between this and the Vespa, which started production around twenty years after this little scooter was made.

This years Drive it Day is on Sunday 21st April 2019.



Get it Tack'ling paintwork squeaky clean

Ever wondered why, after washing your car, the paintwork still has a slight gritty feel?

Your paintwork should be as smooth as glass to ensure not only a good finish, but additional protection against the rain. But over time, it will pick up residual contaminants from the air and trees that sticks to your paintwork.

So what is the solution?

Clay bars. Or if you want the same results at a cheaper price 'Blutak' or 'Whitetack'

Clay bars work well, but they are expensive and lurking in the back of your mind is knowing that if you do happen to drop it on the ground, where it will pick up grit, it is rendered totally useless.

A clay mitt is another option, but again it will pick up surface grit and being a glove you cannot fold it over, as you should do with clay, to use a cleaner surface

So what is the advantage of using a product such as 'Blutak' or indeed 'Whitetack'?

First and foremost, it does the same job. It may not be as aggressive as a dedicated clay bar, but it will work well. Also you don't need a proprietary lubricating spray as you would with the expensive brands - a spray bottle with tap water will suffice.

The other advantage is, should you drop the Blutak on the ground you will lose a product that is only worth pennies/euros/cents* rather than pounds/euros/dollars*.

And finally, because it is not so aggressive, you can use it regularly, when you wash your car to maintain that glorious shine, which of course, your SAAB deserves.

*Delete depending on location!



Tree sap, pollution, road debris can all be found after a few vigorous wipes.



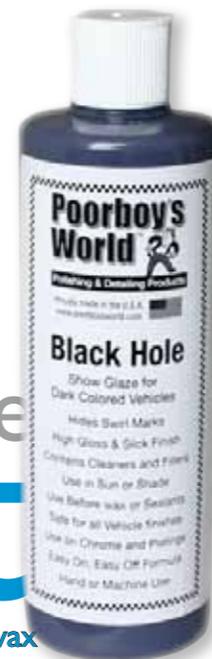
It can also be used on other parts of your car such as wheels and exhaust.

Photos kindly submitted by Nathan Blackmore.



Put to the test

Poorboys glaze & wax



“**Poorboys Black Hole** glaze cleans and fills light swirl marks to leave a brilliant, glossy, slick show car shine. It can be applied any time to hide minor imperfections and to enhance gloss on black, red, and all dark vehicles.”

Ease of use. Very straightforward. Squeezy bottle allows you to apply a small amount at a time and you do not need a lot. Recommend applying using a polishing pad, covering an area at a time. Allow it to dry to a haze before wiping off, which again is very easy to do.

On dark paintwork there is a noticeable difference in colour depth and a decrease in light swirls. It does not work on scratches or larger imperfections. Remember, this is a show glaze and as such will require a sealer or wax to protect it from the elements.

£12-15 from online stores

★★★★☆ **A good additional for dark coloured cars.**

“**Poorboy's Natty's Blue Paste Wax** is a high quality carnauba wax for dark cars, providing patented UV light absorbers to keep your paint fresh and protected throughout the life of the wax.”

Ease of use. Again very straightforward. It is a hard wax, so you have to rub your polishing pad firmly in to get transfer. You only need a light coating to seal the paintwork - using a damp applicator helps with the application. Leave to dry to a haze, then simply wipe off, which is very easy to do.

It needs no additional buffing but some say an additional layer does give an even better shine. One of the best waxes I have tested. It gives a lustre and depth to your paintwork. But remember, this is a wax and as such its longevity may not be as great as a sealer.

£15-18 from online stores

★★★★☆ **Easy to apply, easy to wipe off, giving an excellent shine - what's not to like?**





FREE online magazine for SAAB owners and enthusiasts around the world • Spring 2019

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