

CLASSIC SCENE



April 2012

Office Bearers & Committee

Chairman: **Michael Osborne**
Tel: 01463 871473
michael.oz@btopenworld.com

Secretary: **Ian Nixon**
Tel: 01349 866178
irf_nixon@hotmail.com

Treasurer: **Ian Thompson**
Tel: 01463 790969
ian.judith@virgin.net

Committee **Alice Brown**
Roy MacGregor
Ranald Smith
Miles Vincent

Membership

Bryan McIlwraith
Renewals should be sent to Bryan at 72 Lochalsh
Road, Inverness IV3 6HW
Tel: 01463 222839 (work) 01463 232144 (home)
Bmcilwraith@osteopath-highland.co.uk
Please let Bryan know if you have an email address

HCMC Homepage

www.highlandclassic.org.uk

Editor

Callum Beveridge
47 Old Mill Lane, Inverness, Highland
IV2 3XP Tel: 01463 231787
Email: editor@highlandclassic.ndo.co.uk

The next 'Classic Scene'
GOES TO THE PRINTER
on the Monday of the week
preceding the next meeting
Please send articles by e-mail or typed.

Archivist

Ranald Smith

The club has an extensive archive of information relating to all aspects of classic car ownership including technical advice etc. To access this, please contact the archivist, Ranald Smith, at Hawthorn Cottage, 2 Burn Road, Inverness IV2 3NG
Tel: 01463 236459

Ranaldsmith@btinternet.com

Copyright

Neither the Editor nor the officers of the Highland Classic Motor Club are necessarily in agreement with opinions expressed in this magazine. Such opinions are entirely the views of the author and imply no recommendation by the Highland Classic Motor Club

All rights reserved. Apart from any fair dealings as permitted under the terms of the Copyright Design and Patents Act of 1988, no part of this magazine may be reproduced in any form whatsoever without the written permission of the Highland Classic Motor Club

Contents

- 3 The Chairman's Bit
- 4 Club Meeting Calendar
- 5 Editorial
- 6 Event Calendar
- 7 Buckie Rally
- 8 Losing My Motoring Cherry
- 15 Ford Sale
- 16 Drive It Day 2012

Cover picture

*1959 Vauxhall Victor at the
2011 Forres Theme Day*

The Chairman's Bit

Well spring has arrived early with a vengeance so it's probably best to get out driving as much as possible because we all know what happened last year after such a good start. I was out near Achnasheen the other day when I saw 2 big Healeys blowing the cobwebs off, looking, and especially sounding, superb. You don't normally see any sort of old car up here as early as March.

But for those of you who like to get their requests into Santa early I've just seen the best Christmas present ever. It is a full scale replica of a Martini Porsche 917. The bodywork is



hinged all along one side and you lift it up to reveal..... A period Scalextric circuit! It's complete with advertising hoardings, Armco barriers and of course the cars. They don't say how much it costs though. Check out Pistonheads for a picture.

A couple of new members to introduce this month. Derek Darnell who owns a Saab 96 and Malcolm Stott who has a 1970 Triumph TR6. Welcome to you both.

Michael
michael.oz@btopenworld.com

This Months Meeting

Thursday 5th April. Visit to Moray Motor Museum and Workshop, Elgin. 8pm sharp

HIGHLAND CLASSIC MOTOR CLUB
Monthly meetings (1st Thursday of every month)

2012

January 5th	Annual Auction—North Kessock Hotel
February 2nd	AGM and Quiz Night—North Kessock Hotel
March 1st	Club night at the Bogroy (Old North Inn), Inchmore
April 5th	Visit to Moray Motor Museum
May 3rd	Tour of Kinkell Classics
June 7th	Road run to the Altguish Inn
July 5th	Scenic drive to Tomich
August 2nd	Scenic drive to Whitebridge via Foyers
September 6th	Visit to the Glen Ord Distillery
October 4th	Titanic Evening
November 1st	Visit to VOSA—Inverness
December 6th	Christmas night—venue tba

2013

January 3rd 2013	Annual Auction—North Kessock Hotel
February 7th 2014	AGM and Quiz Night—North Kessock Hotel

(Further details to be published in 'Classic Scene' prior to the individual meetings)



Bamboo seen in Inverness recently

Hello,

Last months meeting was a pub visit to the recently re-renamed Bogroy (Old North Inn) where the world was put to right over a few beers etc.

This will be first port of call on Aprils 'Drive it Day' on Sunday 22nd, for coffee and biscuits. This years run will follow last years route but will continue on to Fortrose, Rosemarkie and Cromarty. Meet on Stadium road for a 10:30 departure

In this months issue we have a police 'slant' on 'losing your motoring cherry' which reads a bit like a list of destructive testing of classic British motor vehicles. Alan recalls the Good, the Bad and the Ugly of Pandas on page 8.

There a lot happening over the next few months with Drive-it-Day in April and a plethora of rallies in May (Forres, Buckie, Inverness). Lets hope that the recent good weather holds out!.

The forthcoming Inverness Classic Vehicle Show have been in touch with me and asked if we want to organise a club stand? This would involve parking all of the club vehicles in one area with the opportunity to erect a gazebo and have the banner in evidence etc. What do people think? If you want to join us, let the organisers know and they'll direct you to the correct parking space on the day.

Aprils meeting will be a visit to the Moray Motor Museum and Workshop in Elgin. Meet there at 8pm sharp, and expect to pay an entrance fee (to be determined). This should be a good night with a tour of



the exhibitis as well as 'behind the scenes' access to the workshop.

On a personal note. I've got my MOT tomorrow, so have been greasing King Pins and cleaning bulb connections to get everything working properly. Hopefully, it should get its ticket with minimal drama.

The Dyane is also progressing well and it's looking mostly yellow now (thanks Eddie). I've painted the interior and the inside of the all of the exterior panels—it's just the 'visible' bits left to do. I'm waiting for a warm still day!

If you've not yet taken the plunge, you can subscribe by clicking the link on the front of the club website:

www.highlandclassic.org.uk

Callum

editor@highlandclassic.ndo.co.uk

Local Events Diary

Here are some details of 2012 local motoring events that may be of interest to our members

April

22nd 'Drive It Day' 2012. Local run in conjunction with the FBHVC to blow away the cobwebs. Meet at 10:30 on Stadium Road for a short run around the local area.

May

5th Vintage Commercial Highland Road Run.. Contact charlie.munro21@btinternet.com

6th Forres Theme Day

12th Inverness Classic Vehicle Show.

13th Buckie Classic Car Show (see page 7)

31st-5th June Shetland Classic Motor Show & Tours

June

2nd Kirkhill Gala Day

3rd Fraserburgh Vintage Car Rally

17th Tain Vintage vehicle Rally

30th Gairloch Gathering. Contact Douglas Gibson
douglasg@burach.org.uk

July

7th/8th 38th Scottish Transport Extravaganza at Glamis Castle

August

12th Historic Wheels Rally, Brodie Castle.

19th Dunrobin Vintage Car Rally

25th Fortrose Vintage Vehicle Rally

September

1st Dingwall Street Fair. Contact Donald Mackenzie 01349 861009

2nd Motor Mania—Grantown on Spey

8th/9th Knockhill Classic SpeedFair

15th/16th Selkirk Rally

If you notice any errors or omissions, please let the editor know.

Time to start getting
your car ready...?

Sunday
13th May
2012

Buckie Classic Car Show



All classics invited! No need to book in.

More details: enquiries@buckieclassiccarshow.org

07831 263 915

www.buckieclassiccarshow.org



Losing My Motoring Cherry!



No doubt all of us could list and write about the many and various cars we have owned over the years. Cars from the very mundane to the exotic, from family runabouts to sports cars. But I can come up with a list of cars that fits all of the aforementioned bill perfectly and every one of them was a Police vehicle of some kind. As mundane as a Ford Sierra, as exotic as an M3, an estate car for the family and Porsche sports car.



The mighty Metropolitan Police Service or in my time with them, The Met Police Force (Force:-very un-PC these days) was one of the first to use motor vehicles but my time with them as a driver started with a check test drive. I was one of the first to be tested in this way, as up until the 60's the policy was that only Police trained drivers were used. But because so many people were joining who already had a driving licence the policy had to change, but only just. I had to endure a five week Standard Car Course, mainly sitting in the back of the car while complete novices lurched around the countryside. This was prior to rear seat belts being even fitted let alone compulsory so I seemed to spend quite a bit of time ducking down onto the floor if things started to look a bit dodgy.

But now onto the vehicles and approximately in the order that I came across them.

1. Hillman Hunter, beige in colour. (Were all Hunters that colour?) I drove these cars a lot in my early days and the lasting impression was that they were very light and flimsy. Great for doing hand brake turns and reverse spin turns. Their finest moment always came when you switched off the engine. They had a low compression export engine and when it was switched off chronic pre-ignition just kept it going. Lots of clattering and clouds of smoke, then after several minutes they shuddered to a stop.
2. Morris 1000 Panda. Good gear change, so good that I only used the clutch to get moving. Once on the move just careful timing of gear lever and throttle was enough. But drum brakes and a brake pedal that always seemed to go down to the floor led to some interesting moments. Speaking of which... the front suspension was a bit weak. One of my colleagues found to his surprise that Westminster Council had put in some "Sleeping policeman" ramps in council estate road and hadn't bothered telling any one or marking them. He hit them at about 30mph and both bottom swivel joints snapped and he slid to a halt on the sump!
3. Austin 1100. Good handling but a very sloppy gearchange. Quite a nice little car.
4. Austin Allegro. Better known as the All Agro. Oh dear, could it get any worse. (Yes, just wait for the Montego!) Its greatest claim to fame was that our workshops had to plate over the jacking points because if you tried to jack the car up to change a wheel the back windscreen would pop out!

5. Austin Cambridge Estate. Used as a CID runabout, no doubt the estate version was used to get everyone in it when they decided to leave the pub. At this point in my career I transferred into Traffic Division and for the next three years I was riding motorbikes full time. In the Met motorbikes were always referred to as "Solo's". Probably harking back to the days when they used motor bikes with sidecars and "Solo" motor cycles. I eventually got an Intermediate and then an Advanced Car course and the next selection of cars are those that were used by the Hendon Driving School.

6. Austin 1800/2200. Sometimes referred to as the "Land Crab". An 1100 on steroids. Handled very well, no doubt because they were so wide and the Hydrolastic suspension kept them flat. The 2200 had a 6 cylinder engine which was good fun to rev hard. Acres of room in the back.

7. Austin 1800 Arrow series. Not as good as the previous model, BL's woes were much in evidence as they always seemed to be going wrong.

8. Vauxhall Ventora 3 litre. The Met very rarely used Vauxhall's even when the Senator was being used by everyone else; the Met had a policy of only cars from British owned companies. Vauxhall was owned by General Motors, American. So we had to abide but the policy of "You

can have any car you like. As long as it's a Rover." As for the Ventora, it was a fast old beast that always felt as if it was going to fall off the road, but it never did. It wallowed around and lurched a bit but always got around the bends.

9. Austin Allegro 1750 LHD. The Driving School always had a left hand drive car available. A great way to terrify your driving instructor if you had to move out for an overtake, sitting on the left of the car you couldn't see if it was clear or not. So you just stuck the instructor out, if he said nothing you kept on going but if he screamed you came back in!

10. Ford Granada. In much the same vein as the Ventora but it didn't wallow around as much. I remember thundering along the back roads of Norfolk one day with the rev counter and the temperature gauge both in the red and the oil pressure gauge needle sulking in the bottom left hand corner. Granada drivers always denied speeding on motorways but the car grassed them up every time. After a fast run they always popped the radiator cap and wee'd all over the floor.

11. Morris J2 van. I only ever drove one of these once and it was an automatic in the wet. Totally hilarious as it just spun its back wheels all the time.

12. Ford Transit van. Well who hasn't driven one of these? The Police version had a bench seat down each side of the interior and the handling was greatly improved with a couple of hundredweight bags of sand in each side!

By now I had passed my Advanced Driving Course and was let loose on some better vehicles. But first I had to endure a check test on Land Rovers. I had been posted as the driver on a Land Rover Safari crewed by 5 or 6 Advanced Drivers who were on "Removals". No, nothing to do with Pickfords, removing illegally parked vehicles into the Police car pound.



This was long before the days of steering locks and car alarms so getting in and starting was easy. I sheepishly bleated to the Garage Sergeant that I hadn't been authorised on Land Rovers yet. "Someone take him outside!" replied the Sergeant. I was taken outside by one of the crew who pointed at a Land Rover and said "Wassat!" "A Land Rover." I said. "Well done, you've passed. Get in it we're late for tea and toast at Limehouse."

13. Land Rover Series III. Slow, noisy, uncomfortable, cramped and only fit for the Army and as a farm tractor but I've frequently towed 32 ton artics without too much trouble. Clutches and half shafts never seemed to last very long though.

14. Triumph 2.5 PI and TC. A four door, four seat Triumph TR6. The PI was far superior to the TC version which was quite underpowered and therefore slow. As by now all Met frontline vehicles with exception of Panda's and van's were automatics, the TC was very slow. Why auto's? The workshops loved them because you can't over-rev an auto, the bean counters loved them because they didn't have lots of engine blowups! The Triumph was very "chuckable" and good fun to drive. I once went around the Wedding Cake (the Victoria Statue in front of Buckingham Palace) all sideways and on opposite lock with smoke pouring off the back tyres in finest Top Gear style just as the Guards were coming out from

the Changing of the Guard. Got a bollocking for that!

15. Rover 3500 P6. Ah. Pause for a moment as I get all misty eyed with a far away look on my face. Now that was a POLICE car. Fast, reliable, beautiful safe handling, excellent brakes that would still work after a long, hard fast run even if the pedal was nearly on the floor. They just seemed to get faster and faster as the mileage piled up. We used them on the motorways and although Rover only quoted a top speed of 113mph if we couldn't get over 120 we put them into workshops to get the dwell angle reset. That was the only niggle they suffered from. If the tickover was slow and lumpy and the car seemed sluggish, into workshops, reset the dwell angle, problem solved. We regularly got them up to 133mph downhill and with a following wind. Not much could get away from them; I remember chasing a Yamaha RD 250 up Lea Bridge Road one Saturday morning when the little darling on it was trying to outrun us at 90mph in a 30 limit. He bottled out after a few minutes as I stayed glued to his back wheel and he lost his nerve! The Met Commissioner McNee, known as the Mighty Hammer when he was in charge of the Glasgow Police and the Rubber Hammer to us, blew the Mets life savings on a second hand Pan Am ticket computer and he didn't have enough money to buy decent cars. What follows can only be described as the Dark Ages. Remember that Montego? It's on its way.



16. Ford Sierra 2.0 Automatic. To say that the Met was skint at this time is an under statement. Bar lights on the roof were now becoming available but they were not cheap so the Met engineers decided to design their own. It consisted of a Halfords roof rack with two old recirculating blue lights on each end. The Sierra wasn't very fast to start with but add an automatic and the enormous drag

from the roof lights and they were struggling to get much above 90. At this time all the local yobbery were using XR3i's and Astra GTE's so they just run rings around us.

17. Austin Maestro/MG Maestro/MG Montego. I'll lump these three together as they are basically the same car. The Maestro handled slightly better than the Montego but as the Montego was lethal that's not saying very much. Understeer was much in evidence and it only got worse when trying to press on. The Montego had terrible torque steer, when you accelerated firmly it would just pull to whatever side it fancied. On town roads that meant you could be heading for the kerb on one gear change and into oncoming vehicles on the next. On motorways it would change lanes before you could react to whichever way it decided to go. I was driving one on a quiet country road and as I turned left on a tight little bend doing no more than about 25 the Montego decided to understeer and go straight on with out even a hint of turning left. No tyre squeal or any indication that something was amiss. It just didn't want to go around that corner, I was lucky that nothing was coming the other way. And driving safety cannot rely on luck. I never drove that car again.

18. Vauxhall Cavalier SRi. The Met still continued to try to save money but someone at least appeared to be listening to the complaints coming in about the fleet, so the Cavaliers started to appear. Typical of Vauxhalls of that time in that they simply got on with the job. Nothing spectacular in their performance but well able to hold their own in the hurly burly and rough and tumble of Police driving.

19. Rover 220 Turbo Coupe. All Traffic garages had what was known as a "Colour Car" This was an unmarked car used for the enforcement of speeding and dangerous driving offences but otherwise



equipped the same as a marked car. Marked cars were generally white but the colour car was, well, coloured! This car was used to try to get away from the colour car being the same as the marked fleet vehicles and it was moved around the various traffic areas so that the local yobbery didn't get used to seeing the same colour car all the time. It was fast, noisy, with a harsh ride and seats that were bolted directly to the floor or that's what it felt like. I never felt comfortable with the handling as it always felt on the edge and about to let go. We had one guy I worked with who was about 6' 6" tall and around 20 stone, with the inevitable nickname of "Garth". He couldn't even get in it.

20. Rover SD1. Hurrah! The Met has found some money and we seem to be getting back to decent cars. Oh Dear! It's made by Austin Rover. I drove some of the first SD1's the Met had when I was on an Advanced Driving Course. These had the 2600 six cylinder engine and in comparison to the P6 Rovers were every bit as fast. But all of these early cars were later rumoured to be factory prepared preproduction models with "blueprinted" engines. They were very fast and every one of them blew up after about 40000 miles. By then 100's had been ordered and when they started to filter through to us, oh dear what a disappointment. They were dog slow. The

Met even tried the 2300 model and even the little 4 cylinder 2000 and they were even slower. A problem soon arose with these cars in that in a vain attempt to keep up what little speed they were capable of some drivers were charging headlong into situations at far too high a speed resulting in a high accident rate. False economy in buying a cheaper car that wasn't up to the task. So the V8 3500 came into service. This was almost back to the days of the good old P6 but a major problem with brakes reared its head. Police driving severely punishes cars, especially the brakes and the SD1 brakes weren't up to the demands placed on them. On several occasions I have had complete and total brake fade after a few heavy stops from high speed. And I mean total brake fade, absolutely nothing. Don't ever buy an ex-police Rover SD1 because trying to find out what brakes are fitted to it will be a nightmare. Unbelievably the SD1 had drum brakes at the rear and the original shoes had riveted linings and heavy wear resulted in badly scored drums. Then bonded linings were tried. They worked for about a week until the bonding melted and the linings started to spin around inside the drums! At the front various callipers and pads were tried until in the end the cars were fitted with Range Rover callipers, discs and pads. The discs were almost as big as the

wheels. And the only solution to the rear brake problem was the fitting of a TR7 brake limiter valve, so in effect you didn't have any rear brakes. It was a problem that was never really rectified and you just had to modify your driving to take into account that you could run out of brakes quite quickly if you went too hard and too fast on a long run. Being an Austin Rover car it suffered more than most on the fit and finish as well. It was very common to pull the door closed as you got in and have the door handle come off in your hand. Seats collapsed quite quickly and brought a whole new meaning to "bucket seats" and as for the rust! We had one car that everyone liked to drive as it was a very fast car; it was known as the "pocket rocket". I had to take it into workshops one morning as the hooter decided it didn't want to play and I was standing near the front wing watching the fitter do his bit when I noticed a flake of paint near the top of the front suspension mount, so I started to pick at it with my finger. When rusty metal started to come away with the paint I got out my trusty penknife (Well a blooming great lock knife actually!) and started to dig. When I got completely through the top of the wing I pointed this out to the fitter. He got his trusty screw driver and started to dig as well and when he got half the way around the top of the strut he decided to call in the workshop manager, he got an even bigger screwdriver and only stopped poking when he went all along the join between the inner and outer wing and three quarters of the way around the front strut mounting. The other side was just as bad. No wonder the car was so fast, the front end was made of holes and rust.

The Mets policy of buying cars only from British owned company's then came to a halt. The two biggest British car company's around by now were Carbodies, who made the black London cab, and TVR. Though having said that,



the Met did have a fleet of black cabs that were used for surveillance and undercover work and each cab had several sets of different index plates. They were used for the work already mentioned but a colleague who lived in the same Section House as me got a cab from Paddington one night. When it stopped outside the Section House the cabbie said "Is that where you stay mate?" "Yes" replied Jim. "That's ok mate, Flying Squad. Don't worry about the fare; my Inspector is in the pub so I'm out getting the beer money!"

21. Rover 827. With a Honda engine and Japanese build quality at last we had a car that was reliable. The 2.7 engine was what you would expect from Honda, powerful enough for the job, reliable and capable of taking a hammering and coming back for more. I don't think I can ever remember any kind of engine or gearbox problems, unlike the SD1. The only fault that arose with the 827 was after about 100,000+ miles the suspension got a bit floppy. Because of the change of buying policy we started to get a number of different cars to test. What follows are those I managed to try out.

22. Vauxhall Omega 3 litre. Big, powerful but a bit of a surprise after several years driving the front wheel drive 827. As soon as you started to press on a bit every one went "Oooh rear wheel drive!" Not a problem but noticeable straight away. Great fun when you switched off the traction control and went drag racing. Big long smoky burnouts! Top Gear has got a lot to answer for. One of the main reasons that it wasn't used by many Police forces was that it had a boot lid not a tailgate. A tailgate made getting the cones etc out from the back of the car a lot easier, especially when dealing with an accident on a fast dual carriageway or a motorway. For several vital seconds you were out in a live carriageway with your



back to the traffic and a big tailgate made life easier and maybe a bit longer!

23. Mercedes G Wagen. Complete rubbish. Braking from anything remotely above slow speed induced a religious fervour not normally found in most Traffic Cops. "Jesus Wept is this thing ever going to stop!" Its only saving grace was that it was so slow that if you did run out of brakes and hit something no-one would really notice.

24. Porsche 968 Club. Not all that interesting really. Not particularly fast and not really practicable for Police work. The Tiptronic gearbox was a bit novel but that's all that can be said in its favour.

25. BMW M3. Very fast but not as fast as you think. All BMW's have speedometers that are wildly optimistic and bordering on the illegal. Was I really doing 155mph? Hmm No. Probably only about 136. The one we tested was bright canary yellow with extremely wide orange and blue stripes down the side with the word Police writ large underneath the stripes in reflective silver. It would actually bring traffic to a stop as everyone ogled it. I actually saw a young lad walk into a lamp post as he tried to get a better view of it. Not a bad car really, definitely a licence loser if you're not careful. But I personally don't like BMW's. Over rated and over priced. The famous motoring correspondent LJK Setright got it right when he said that

BMW's are common in both senses of the word.

26. Vauxhall Calibra 4x4 Turbo. As I have already said before, a typical Vauxhall. It just gets on with the job in hand without any fuss or bother. Fast, competent, almost anonymous. Some cars almost speak to you when you start to push on. "I don't think you really want to do that" "You want me to do what!!!" The Vauxhall just quietly said "Yes, I can do that"

27. Land Rover Discovery and Range Rover. I've lumped these two together as my comments apply to both. Early versions were very unreliable but got better over the years. Not good, just better. Like all 4x4's very wayward at speed and needed very careful handling at anything over 70. For a while we had a very mixed fleet of Range Rovers. 4 speed box, 5 speed box, 3500's, 3.9's automatics, some with the indicator stalk on the left some on the right. A colleague was going to a call on the M25 travelling at about 80 mph, when he tried to change up into 5th gear. Unfortunately he was driving a 4 speed! Changing into 3rd at that speed is not to be recommended. Initially all four wheels

locked and then the engine exploded, closely followed by the gearbox. As for that wayward handling I have been in a Range Rover that did a complete 360 degree spin one night, head butting a bridge parapet twice on the way around.

28. Volvo 850 T5 Estate. A really good car; fast, reliable, comfortable and plenty of room for all the kit we carried. Its only weak point was a huge appetite for front tyres. It looked right, what you would expect a good modern Traffic Police car to look like. And unlike the BMW, the speedo was correct and they really did do over 155mph.

So here ends my Police driving saga. It ended on a high note with the Volvo but had some dreadful lows on the way. My top three? In **third** place, the Triumph 2.5 PI, when thrashed regularly to keep the injectors clear they were fast and good fun to throw around, but not in front of Buckingham Palace! In **second** place, the Volvo 850 T5. It looked good and it was good. But in **first** place, the Rover P6 3500. Slight pause while I get a tissue out as I seem to have gone all misty eyed again. The first, real Police car I got to drive. And the best by far.

As a follow on to this saga, perhaps next time I'll regale with some of the antics that we got up to. A senior officer once said that Traffic Division were the most unsupervised and unsupervisable shower of xxxx he'd ever come across. Those antics include someone riding around the Wedding Cake side saddle, how to get a 15ft RSJ home in a Land Rover, getting caught out in the "shopping car" sorry that should read colour car. And definitely don't get me onto the subject of body parts and dead bodies!

Alan Goff



FOR SALE

2.8 Ghia X Granada Automatic Petrol Saloon

One owner from new. Last of type sold in UK.

Bought from Ford Motors, Dagenham, August 1985

Has won Best in Class, Best in Show and National Concours

Reason for sale - Health. Location - Inverness



The Specification is as follows -

MKII 2.8 Granada Ghia X Saloon

Built February 1985

Carburettor

Ford unleaded fuel heads

Automatic

Air-Conditioning

Ford Mineral Blue

Current mileage 81,478

MOT in force till June 2012

Ford Workshop Manual

Full documentation from new

Vehicle was initially used for business purposes but maintained to original Ford specification in all respects. Although it has achieved Concours level it has never been restored - everything is original whilst items have been replaced with exact Ford parts simply for cosmetic reasons. The engine has been professionally flushed and overhauled and the gearbox rebuilt to Ford standards. The engine bay is pristine. Other critical areas such as brakes have also been overhauled.

Realistic, sensible offers only please, to - John Kay 01463 772 622

Drive It Day 2012

Sunday April 22nd

Meet at 10:30 on Stadium Road, Inverness



Over the last couple of years, "Drive It Day" has provided an opportunity for many member clubs to hold events in support of FBHVC's work.

The Federation of British Historic Vehicle Club is most grateful for this support and urges organisers to remember that the purpose of "Drive It Day" is for us to be seen and appreciated by the public. This years "Drive It Day" takes place on Sunday, 22nd April.

To show support for this event in the North of Scotland, the Highland Classic Motor Club is organising a run. We'll be assembling on Stadium Road outside the HSBS building at 10.30 am and then departing at 11 am for a route that takes us around the Beaulieu Firth with a short stop-over for coffee at the Old North Inn, via Fortrose, Rosemarkie and ending at the Royal Hotel, Cromarty. Those that want a shorter route, can make their own way directly to Cromarty.

For further details, contact The Highland Classic Motor Club via Michael Osborne on 01463 871473 or see www.highlandclassic.org.uk



www.highlandclassic.org.uk

