



executive of the Lanarkshire Development Agency

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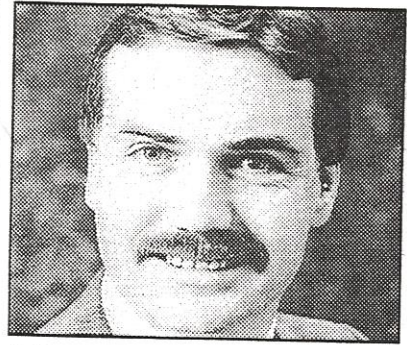
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plant that it recently decided to
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'We are now accelerating
our initiatives to
meet the new challenges'



LDA chairman Livingstone: Mossend pride



Fairlie of BS(I): giving firms practical help



Smith of Hamilton Enterprise: not all so rosy



Councillor Miller: seeking cash commitment

SCOTLAND'S CAR FOR EUROPE

IN a Blantyre workshop, Scotland's only series production car manufacturer is gearing up to be an early customer for the Mossend Eurofreight terminal.

The bulk of a £25,000 cash injection from British Steel (Industry) will be used to put the Haldane HD100 through the required technical and safety tests before it can be marketed in Europe.

Already deliveries of the 120mph Austin Healey lookalike have been made to Germany, Belgium and Holland, and there have been inquiries from Japan.

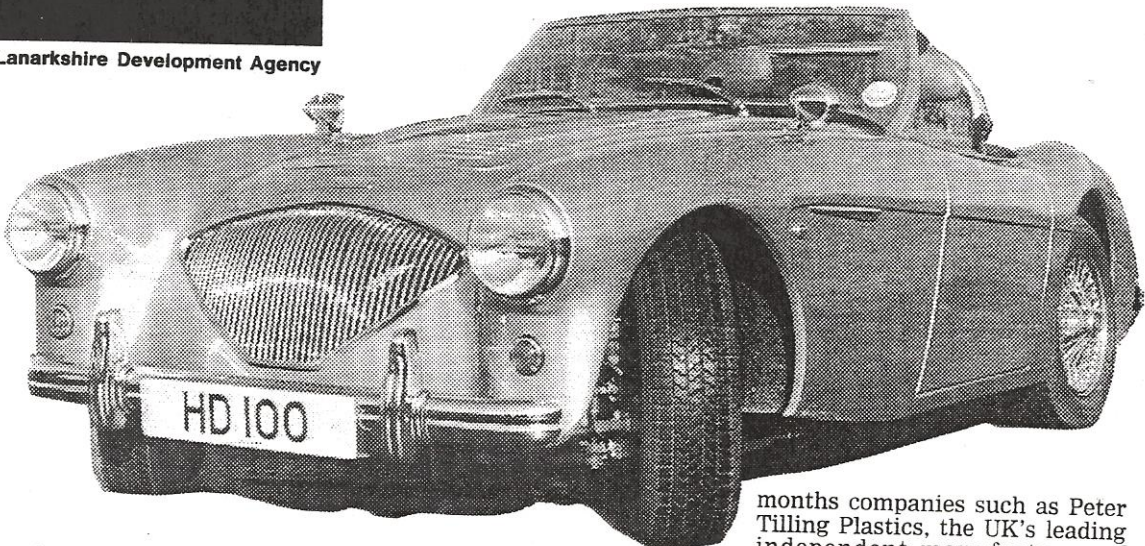
The original Healey 100/4 took Scotland's former world motor-racing champion Jackie Stewart to many of his earliest racing wins, and it is one of his

favourite classic sports cars.

Another former racing driver, Haldane's general manager Brian Harrison, is convinced that the Scottish-built car's classic Fifties lines and Nineties technology will bring fresh fame and a limited number of new jobs to Lanarkshire.

In the Haldane, chassis and body components from Scottish suppliers are married to a Ford engine and gearbox, and the moulded plastic bodyshell is mounted on a sturdy steel backbone chassis.

To enjoy the wind in your hair, and the evocative Le Mans racer styling, costs around £10,000 in kit form, and from £16,000 ready for the road with Ford's twin-cam 2-litre engine and five-speed gearbox.



months companies such as Peter Tilling Plastics, the UK's leading independent manufacturer of moulded plastics, and Fuji Elec-