

Ford Granada 2.0EFi Scorpio Saloon



A CAR WITH a 'proper' boot, as opposed to a hatchback, is a very important requirement in the large executive class – it seems that prestige, not practicality, is the name of the game! Indeed, over 50 per cent of large-car buyers currently prefer a saloon. The five-door Granada, of course, has been a rather successful exception to the rule. But now – a little late in the day maybe – this, too, has acquired the elegant four-door saloon treatment.

Along with changes at the back end, there have also been a few under the bonnet. The smaller 2.4-litre V6 is no longer available and, as with the Sierra, Ford's new DOHC engine has replaced the old Pinto unit as the Granada's 2-litre power unit. And the latest Granadas (hatchback and saloon) all benefit from fine-tuned suspension and improved specifications.

To sample the new 2-litre engine and to size-up the new back end, we treated ourselves to a Scorpio, with leather upholstery and a five-speed manual gearbox, the latter being a no-cost option in place of the standard four-speed automatic.

Although it's a considerable improvement on the old Pinto engine, the new 2 litre is still rather 'ordinary', neither as exciting as its twin-cam layout suggests, nor as sweet and refined at higher revs as it might be.

Nevertheless, for a tax-beating 2 litre it hauls the heavily-laden Scorpio quite well, but, as in the Sierra, its fuel economy is disappointingly 'average' for a brand-new engine – our 30mpg overall is not even as good as for a 2-litre Ghia we tested nearly five years ago! That's progress for you!

Now, as before, the Granada is still about the roomiest of the big-car set. There isn't any detectable increase in back-seat room, but the saloon's 3in greater length benefits boot space, although this remains shallower in height than the Carlton's Tardis-like boot, for example. However, just as in the hatchback, the back seats fold down, but although the backrests are divided 60:40, the cushion isn't.

There's little you could want for in the Scorpio – with power steering, cruise control, air conditioning and electric this, that and the other. There was even a CD player on our test car (although that's a £200 extra), in place of the graphic equaliser.

The improved suspension gives the Scorpio a quiet, absorbent ride and easy, relaxed road manners, even if its handling isn't quite so rewarding. Anti-lock brakes are standard and work very well.

Ford was obviously concerned about the sales it was losing to the Granada's rivals which do have a boot. In offering buyers the choice, this elegant

Living with the Granada . . .

four-door version will remove any worries on that count. The 2-litre DOHC engine is nothing to get too excited about, however, but then company accountants and transport managers are a fairly pragmatic lot, anyway.

Overall, though, there's no doubt that saloon versions like this Scorpio will give Granada sales, quite a lift – and deservedly so.

At the Wheel

Performance

With 123bhp on tap (5bhp less in catalyst form), the 2-litre DOHC engine has its work cut out in the equipment-laden Scorpio. But it's reasonably willing, if rather intrusive, when worked hard; it's much happier at a gentler pace. Performance (and economy) figures are in the back half of the class, the more powerful – and lighter – Rover 820Si, in particular, pointing the way.

Driving position

The Scorpio's electric seat adjuster has no memory setting, neither does it provide any cushion tilt, but the seat-shaped buttons are easy to fathom and rather less medical-looking than the pneumatic lumbar adjuster's hand-bulb inflator! The steering is reach- and rake-adjustable, and the seats cater well for long-legged drivers.

Controls and displays

The instruments conform quite faithfully to Ford's 'house-style', with minor fuel and water temperature dials supplementing the large central speedo and semi-circular rev counter, which was dreadfully inaccurate! Driver information is supported by a warning check-system for low fluid levels, brake pad wear and so on. There's also a graphic information module, and Ghia X and Scorpio models have a multi-function fuel computer.

Vision

The Granada is a big car and it's

not always easy to judge where its ends are. If you opt for the saloon version you lose the rear wiper, of course, but at the opposite end there are powerful headlamps (with pressure washers) and foglamps to light the way, and there's also a heated windscreen, although some drivers felt that this increased the glare from oncoming headlamps. Its switch symbol is confusingly similar to the one for the rear screen, too.

Space & Comfort

Seating

Whether it has four doors or five, there'll be few complaints about space or comfort in the Granada. There's a large centre armrest for when there are only two people in the back and the Scorpio also has the added luxury of an electric recline facility for each of the rear seat backrests. Headroom is the only restricted dimension – leg- and knee-room are both about the best you'll find.

Getting in and out

Taking your place is eased by door sills that are fully protected from both foot scuffing and road spray and, at night, the Scorpio welcomes you with Blackpool illuminations: courtesy lamps in each footwell, 'puddle' and red safety-marker lamps in each open door, as well as reading lamps front and rear. The Scorpio specification also includes illuminated vanity mirrors on each sun visor.

Luggage and oddments stowage

All the saloon's extra length goes into boot space and, together with marginally increased internal width, this provides a claimed 11 per cent bigger boot, accessible via a conventional boot lid which descends to bumper level between slightly narrower rear lamp clusters. There's a good selection of places to stow oddments, but the rubber-matted fascia-top shelf is quite narrow, the spring-loaded

glovebox lid can come back at the front passenger's knees quite viciously, and the lidded centre armrest is too far back for convenience – either as an armrest or for getting at tapes inside.

Heating and ventilation

The heating and ventilation arrangements are comprehensive but straightforward, with simple progressive slides rather than the increasingly common plethora of push-buttons. A tilt-and-slide sunroof is standard throughout the range (electrically operated on Ghia models and above), while the Scorpio includes air-conditioning as well.

Interior trim and equipment

With leather upholstery (£500 extra), the Granada's interior really looks (and smells!) the part; but the obviously artificial wood veneer strip on the fascia won't fool anyone and, considering the almost £20,000 asking price, it's no BMW inside.

Money Matters

Value for money

Well equipped it may be, but you pay a hefty premium for all the Scorpio's extras over the mechanically identical LX or GL versions. And, with the leather upholstery option, the 2 litre exceeds the £19,250 company-car tax threshold, which means a higher tax bill.

Servicing

The Ford servicing schedule is more demanding than some, with services alternating every 6000 miles or 12 months, whichever occurs first. On the other hand, one of the attractions of Ford ownership is that servicing and replacements are generally cheaper and easier to obtain. Routine top-up items (marked in yellow, to aid identification) are all reasonably accessible, while electronic control of the fuel and sparks all but eliminates the need for attention.

PERFORMANCE

Acceleration time in seconds			
STANDING START	0-30mph	0-60mph	¼ mile
	3.4	10.6	17.6

mph	30	40	50	60	70
THROUGH GEARS		2.0	4.3	7.2	11.3
IN 5th GEAR		6.5	12.7	19.2	26.6
IN 4th GEAR		4.6	9.1	14.0	19.4

20 mph	30	40	50	60	70
5th/4th SPEED RANGES		14.5/10.1	12.7/9.4		
		12.7/9.1			13.9/10.3

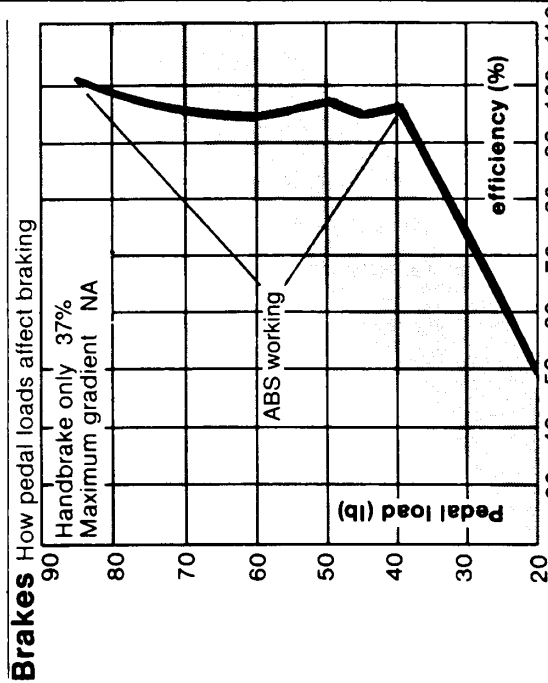
Maximum speeds					
1st	2nd	3rd	4th	5th	
MAX REVS	6000*	6190	5260		
		53	114	118	114
		28	83	83	118
		2	4	5	
		*gives best acceleration			
					mph

FUEL CONSUMPTION

Grade for tests: 95 octane unleaded

Normal range	mpg
hard driving, heavy traffic	26
short journeys in the suburbs	24
motorway - 70mph cruising	33
brisk driving, mixed roads	28½
gentle driving - rural roads	32½
Typical mpg overall	30
Realistic tank range*	62 litres/410 miles
*based on gauge/warning lamp and filling station experience	

SAFETY



% efficiency expressed as a % of gravity. Ideal car's braking performance falls within shaded zone - above, too heavy; below, too light

Fade test

How hard use or water affects braking. (Ideal brakes show no change)

Pedal load needed for 75% stop (lb)

At start of test	31
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After constant use	33
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After severe use	35
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After watersplash	NA
Stops to recover	NA

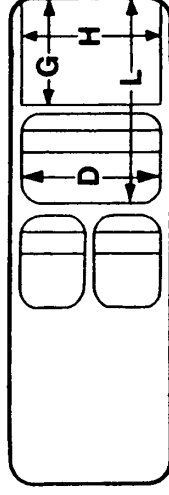
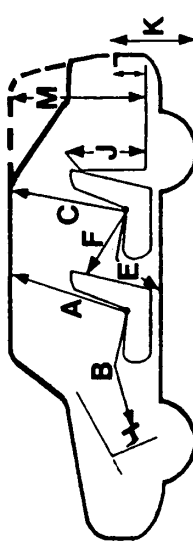
Check list

Steering	true 'feel' of road?	☒
Brakes	powerful?	☒
	sensible effort?	☒
	fade resistant?	☒
Belts	front - effective?	☒
	convenient?	☒
	rears - effective?	☒
	convenient?	☒
Head restraints	front - effective?	☒
	rear - effective?	☒
Interior	thoroughly padded?	☒
Fuel	shielded filler?	☒
	protected tank?	☒

WEIGHTS and MEASURES

Outside (ft and in)

Kerb weight	27cwt	Overall length	15ft 6¾in
Overall width	6ft 2¾in*	Overall height	4ft 6¾in
Wheelbase	9ft 0¾in	* mirrors don't fold	



Inside (inches)

A Front headroom	35½-37	G Load length	43½
B Front legroom (min - max)	35-42	H Load floor width (min - max)	36-53¼
C Rear headroom	36	J Load height	17½
D Rear seat width (between armrests)	51	K Sill height (inner/outer)	4/27½
E Typical rear legroom*	43¾	L Load length	70
F Typical rear kneeroom*	33¾	M Load height (to tailgate hinge)	-

Typical represents the mean measurement behind the driver's seat set at 39in legroom and the passenger's seat set at 41in

Warranty and insurance

Ford's no-quibble anti-rust warranty doesn't insist on dealer servicing or require costly checks and retreatments to keep it valid. The mechanical warranty is for the usual 12 months/unlimited mileage, but Ford's Lifetime guarantee, covering parts and repairs beyond this period is just that - an appealing feature for longer-term ownership. The 2 litre seems to attract fairly typical Group 6 insurance for all versions.

Fuel economy

While hardly a 'gas guzzler', the Scorpio's 30mpg overall is only about average for the class - disappointing for a new engine. But it achieves it on unleaded petrol, and catalyst versions of both the 2 litre and the 2.9-litre V6 are available, costing an additional £350.

Safety

Accident avoidance

While generally safe and predictable, the Granada's back end can feel a mite tail-happy if provoked by lifting-off, or worse still, braking in mid-turn. In reality, though, this is more a sensation of what might be, rather than a serious handling trait. And when it comes to real accident avoidance, the Granada range has a powerful weapon in its armoury, with ideally weighted and commendably fade-free anti-lock brakes as standard.

Security

In addition to high-security locks and a security-coded radio/cassette player, standard measures to deter the thief also include an anti-theft alarm; the registration number will also be etched into front, rear and

side glasses as part of Ford's increasing commitment to vehicle security. The boot can be secured from the rest of the car, with security latches for the folding rear seat backrests, and a switch to isolate central (un)locking of the boot lid - both of which are operable only via authorised access to the boot.

Durability

Build quality

Our Scorpio test car was certainly well screwed together and close

inspection proved it to be carefully finished; also, the leather upholstery helps to give the Scorpio plenty of up-market appeal. It has to be said, however, that Audi and BMW still manage to do it better.

Reliability

The Granada hasn't got where it is today without satisfying a good many fleet managers, but we were disappointed to find an oil leak around the front of our test car's engine - not the first time we've noted a DOHC power unit showing a dislike for the contents of its sump!

TECHNICAL SPECIFICATION

ENGINE

Type and size front-mounted, longitudinal 4 in line; water-cooled. 86.0mm bore x 86.0mm stroke = 1998cc. Iron block and alloy head; 5 main bearings

Compression ratio 10.3:1

Valve gear double overhead camshafts actuating two valves per cylinder via bucket tappets

Fuel system electronic multi-point fuel injection controlled by Ford EEC-IV management system. 70-litre (15.4-gallon) tank, with low-level warning lamp. Fuel required: leaded or unleaded, 95 octane minimum

Ignition system fully mapped electronic, controlled by Ford EEC-IV management system, via coil and distributor

Max power (DIN-net) 123bhp at 5500rpm

Max torque (DIN-net) 128 lb ft at 2500rpm

TRANSMISSION

Clutch 9.5in diaphragm-spring, dry plate; cable-operated. Pedal load/travel: 22 lb/7 1/4in

Gearbox 4-speed automatic on Scorpio. 5-speed manual (as fitted to test car) available at no extra cost. Ratios: first 3.890, second 2.084, third 1.342, fourth 1.000, fifth 0.822 and reverse 3.510:1

Final drive 3.92:1 to rear wheels

Mph per 1000rpm 22.43 in top, 18.44 in 4th

Rpm at 70mph 3120 in top gear

CHASSIS

Suspension front: independent MacPherson struts, track control arms, coil springs and an anti-roll bar. Rear: independent semi-trailing arms and coil springs. Dampers: telescopic all round

Steering power-assisted variable-ratio rack and pinion with 3 turns between full locks. Turning circles average 34 1/2ft between kerbs, with 48ft for one turn of the wheel

Wheels 6J alloy, with 195/65R15 91H tyres (Michelin MXV test car)

Brakes 10.2in ventilated discs front, 10in plain discs rear with hydraulic power assistance. Teves electronic ABS standard

HOW IT COMPARES

	Engine cap/power (cc/bhp)	Max speed (mph)	30-70mph through gears (sec)	30-70mph in 5th/4th gears (sec)	Fuel overall (mpg)	Brakes best stop (%g/lb)	Maximum legroom - front (in)	Typical leg/kneeroom - rear (in)	Steering+ turns/circle (ft)	Overall length (ft/in)
Ford Granada 2.0 EFi Scorpio Saloon	1998/123	118	11.3	26.6/19.4	30	*96/40+	42	43 3/4 / 33 3/4	3/34 1/2	15' 6 3/4"
BMW 520i SE (4 door)	1990/129	120	11.9	32.0/21.3	28 1/2	93/40	44 1/2	38 1/2/29	3 1/2/36	15' 5 3/4"
Citroen XM 2.0 SEi (5 door)	1998/128	122	10.2	24.9/15.8	30	*95/30+	44	40 3/4/32 1/4	3/35 1/4	15' 5 1/2"
Rover 820Si (4/5 door)	1994/138	127	9.0	24.3/18.1	33 1/2	100/50	42 1/2	39 3/4/31 1/2	3 1/4/38 1/4	15' 5"
Saab CDS (4 door)	1985/130	118	10.2	26.0/18.0	32	106/45	42 1/2	43 1/2/33	3 1/4/36 1/4	15' 8 1/4"
Vauxhall Carlton 2.0i CDX	1998/120	121	11.3	28.0/20.9	33 1/2	*103/45+	43	42/33 3/4	3 1/4 / 34 1/2	15' 4 1/2"

* with ABS

+ = all power assisted