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HD 300



HD 100



HD 300

Haldane manufacture exceptionally fine quality automobiles. Our HD 100 and HD 300 models are available as fully assembled, type approved, new vehicles. They are fitted with the latest 2-litre DOHC engines with fuel injection, computerised engine management and catalytic converter. Suspension is fully independent and fully adjustable. Chassis is a light weight backbone spaceframe of advanced design.

Creature comforts include well padded seats, cosy heater and waterproof hood or hardtop.

Optional extras include leather upholstery, wire wheels, metallic paint and much more.

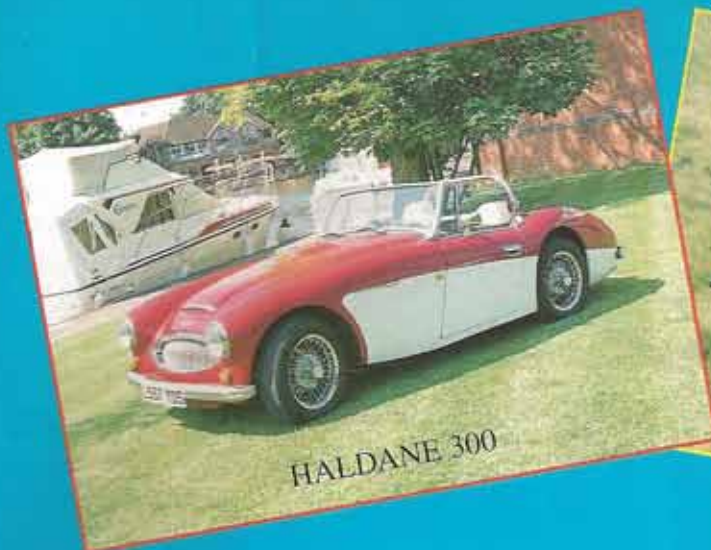
Prices start from £21,980 (inc. all UK taxes). For those who prefer to assemble their own cars, we offer a complete package of brand new parts. If you obtain used, discounted parts, you can save considerably. In fact it is possible to build your own Haldane for well under £10,000.



Full information is available by sending £5 to:-

Haldane Motor Company

Unit 12, Mackley Estate, Small Dole, Nr. Henfield, Sussex BN5 9XJ. Telephone: (01273) 493770



HALDANE 300



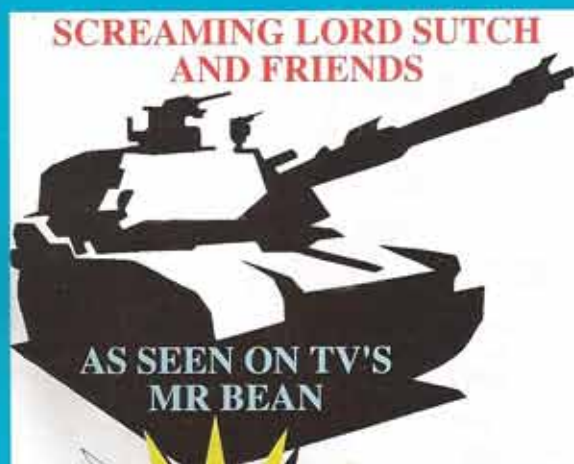
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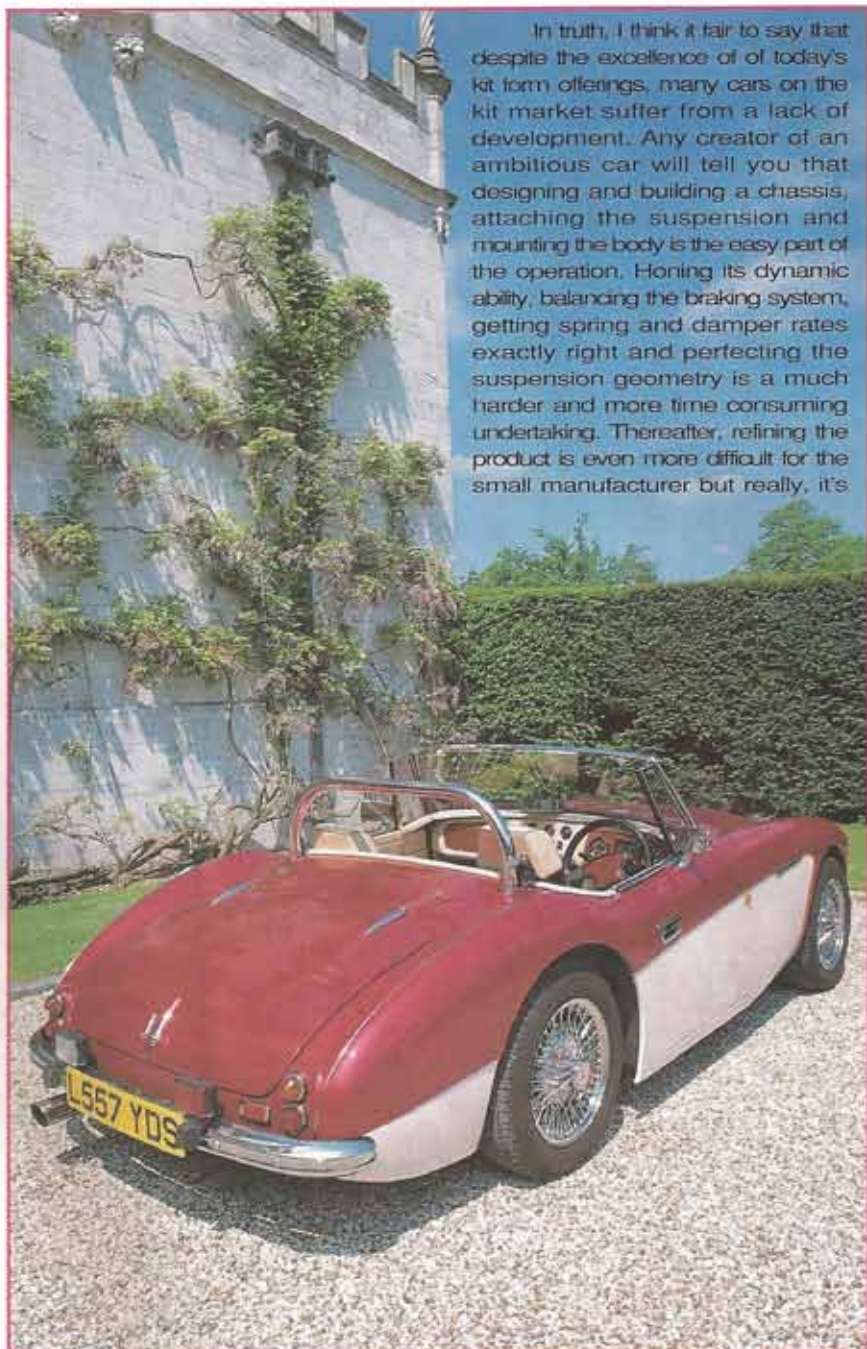
OF BOTH WORLDS

When you drive the Haldane HD 300, you immediately appreciate the benefit of its successful passage through the requirements of Low Volume Type Approval. As well as to buyers of factory built cars, this refinement is also available to kit builders as Ian Hyne reports.

The Best Of Both Worlds



The interior reflects the flavour of the later 3000 models with its centre console arrangement. Electric wind up windows are standard across the range of kits and complete cars.



In truth, I think it fair to say that despite the excellence of of today's kit form offerings, many cars on the kit market suffer from a lack of development. Any creator of an ambitious car will tell you that designing and building a chassis, attaching the suspension and mounting the body is the easy part of the operation. Honing its dynamic ability, balancing the braking system, getting spring and damper rates exactly right and perfecting the suspension geometry is a much harder and more time consuming undertaking. Thereafter, refining the product is even more difficult for the small manufacturer but really, it's



The Best Of Both Worlds



The Ford 2 litre DOHC EFI motor only develops 118 bhp but combines with a weight of 1892 lbs to deliver 140 bhp per ton. Bottom end power and good mid range torque allow it to deliver sports car thrills.

refinement that provides a car's passport to a bigger and more discerning market in which it competes with production machinery for customers' favour.

The Haldane made its debut in 1987 but its distinctive, Healey 100 replica body disguised a markedly different mechanical specification to that on offer today. It had a four rail ladder frame chassis, Vauxhall Chevette double wishbone front and live axle rear suspension assemblies and a Cortina OHC engine.

As a kit form sports car and one of the very few Healey 100 replicas to be offered, it had its attractions for enthusiasts and over the intervening years, some 100 kits have been sold but it was hardly a specification in keeping with modern standards of sports car design. Thus the decision was taken to completely redesign the car with a totally up to date specification. In addition, it would have a quality of finish that would equip it to take on mainstream sports car competitors.

So does the new specification Haldane live up to its design objectives?

Beneath the flawless GRP skin that now offers a choice between the original 100 shape and the later 3000, the chassis has been specifically designed to employ the latest mechanical components on offer from

Ford. The unit itself is a 16 gauge square section steel tube backbone spaceframe with a full perimeter frame and a bolt on roll over bar in chromed CDS tube. Suspension is by double, unequal length wishbones all round at the front augmented by Cortina uprights, inclined adjustable coil spring damper units and an anti roll bar. At the back, the system employs Haldane fabricated steel uprights and adjustable coil spring damper units. Ford is also the source of the modified rack and pinion, disc brakes (optional rear drums on kit built cars according to the specification of the donor Sierra), differential, driveshafts (shortened) and the engine. On factory built cars this will be the Ford 2 litre DOHC, EFI with full engine management and a 3 way catalytic converter. Weighing in at a pretty substantial 1900 lbs that still equates to a power to weight ratio of 140 bhp per ton which is pretty good.

While the underpinnings are as modern as available componentry can make them, the Haldane owes its looks to the classic Healeys of the fifties and sixties and, though dated, the evergreen lines still create a powerful attraction in the nineties. In addition, in developing the Haldane to modern standards of engineering and mechanical sophistication, the opportunity has been taken to enhance its levels of comfort and equipment without detracting from its essential character.

Release the chrome plated burst proof lock and the door swings aside to reveal a cockpit of leather lined luxury. The fully adjustable seats allow the perfect driving position to be achieved and settling into its supportive embrace, you find all the controls perfectly placed. The dashboard is less than totally authentic but it is well laid out functional as well as attractive. The Haldane also benefits from wind up windows as per the later 3000 models but this time with the additional refinement of electric operation on kits and factory built cars alike. The cockpit is also spacious for two and extremely comfortable and I could well contemplate some serious touring in the car.

It's an impression that is greatly enhanced when you drive it.

Although muted to LVTA noise limits, starting the Haldane produces a pleasingly purposeful exhaust note. Depress the beautifully weighted clutch and the lever of the MT 75 gearbox slips sweetly into first after which minimal throttle pressure balances the clutch and the car just glides away. The ride is supremely good, not only on smooth surfaces but also across lesser quality terrain where the springs and dampers soak up the bumps whilst keeping all four wheels in firm contact with the road. Press the throttle and the car dips her tail as the motor brings its urge to the task of acceleration. 118 bhp may not seem

the stuff of dreams but it's more than the original Healeys produced from their big boxes. The 140 bhp per ton is delivered smoothly and solidly across a broad power band and never runs out of steam. The engine revs happy and high but never gets ragged; it just takes another deep breath every time you change up and it's off again. As you cruise along with the needles in the higher sectors of their dials, you might miss the raw nature of less sophisticated lumps with their accompanying exhaust bellow but the thought is soon lost as you admire the broad range of ability the modern specification brings.

Nail the middle pedal and the all disc servo assisted system sheds speed calmly, smoothly, progressively and effectively with no drama, pulling or premature locking. It's a solid pedal that transmits all the feel you would want from a true sports car and allows you to judge your braking to perfection. In this it's aided by the marvellously positive and responsive rack that allows pinpoint precision in placing the car on the road.

Pushed into a bend, the front end grips well and responds positively, the anti roll bar keeping the attitude pretty flat and making a valid contribution to the car's neutral handling characteristics. Overdo it and the nose will run wide in a classic display of predictable front engine, rear drive response, as understeer gives way to oversteer but that said, such is the ability of the Haldane that it doesn't happen often.

Indeed, while many will initially miss the raw power, noise, revs, hard acceleration and oversteer of a more authentic mechanical replica, a brief stint behind the wheel of the Haldane reveals it to be every bit as capable as more graphically demonstrative cars whilst always having a good bit in reserve. Really, it will match them all the way, the only noticeable absentee from its repertoire of skills being noise but when you've got it, you really don't need to shout about it.

The HD 3000 driven for this piece is a top specification example of a factory built car available for £22000 inclusive of vat. Of course as kit cars go it's on the expensive side and for car building enthusiasts it robs them of the pleasure of construction as well as the lesser financial demands of doing it yourself.

However, the good news is that the Haldane are available in kit form at very reasonable prices. Additionally, if you want to build a car to the factory car specification, there are enough EFI units with the full complement of emission control equipment available in scrap yards. True, they're more expensive than an obsolete OHC and trickier to overhaul but at least it's there if you want it. On the other hand, if you're one of those who enjoys an exhaust bark as passenger, the Haldane offers various

The Best Of Both Worlds



four cylinder engine options. The other good things about factory built availability is that the build should be easier due to the factory not being prepared to tolerate any assembly problems as well as the fact that they will be able to supply every single last nut and bolt due to the fact that they need them themselves.

You know it's strange that such a celebrated British sports car as the Healey 100 and 3000 have never really produced a creditable and successful replica for latter day enthusiasts. The first was Roger Blockley's RMB Healey which was a rebodging exercise on an MGB. It wasn't bad but various aspects of it, like the one piece flip front, deviated too much from the originals while it was introduced at a time when MGBs were becoming expensive donors even though they're anything but now. There was also the Harrier which used the Rover V8 engine but again, it was too expensive. Thus the Haldane seems set to fill the gap in both the replica and kit markets.

So, going back to the original question of whether the Haldane lives up to its design objectives, I reckon it does and is set to do very well indeed. The experience of Westfield and Marcos has already demonstrated that there is a good market for specialist sports cars among those who have no wish to build them and I think the advent of the Haldane is set to increase the choice whilst benefiting kit builders at the same time.

The thoroughly developed chassis and mechanical recipe endows the Haldane with outstanding road ability and refinement, kits benefiting greatly from the complete car's LVTA testing.

SPECIFICATION - HALDANE HD 100 & 300

Chassis.	16 gauge square tube backbone spaceframe with perimeter side rails and bolt on roll over protection. Powder coated.			
Body.	Two seater convertible Austin Healey 100 and 3000 replicas in GRP.			
Suspension, front.	Haldane fabricated double unequal length wishbones, Ford Cortina upright, inclined adjustable coil spring damper unit, anti roll bar.			
Suspension, rear.	Independent by Haldane fabricated double, unequal length wishbones and steel uprights, adjustable coil spring damper units. Ford Sierra differential, hubs, bearings and shortened driveshafts.			
Steering.	Haldane modified rack and pinion.			
Brakes.	Disc front, choice of disc or drum rear. Servo assisted.			
Engine.	Ford 2 litre DOHC EFI with engine management system, emission control and catalytic converter.			
Engine options.	Various Ford four cylinder units, Fiat, Toyota and Lotus DOHC.			
Transmission.	Five speed manual.			
Wheels and tyres.	5 1/2 x 15" Minilite replicas or bolt on wires fitted with 185/65 x 15" radials.			
Dimensions.	Overall length	12 ft. 8 ins.	Overall width	5 ft. 1 ins.
	Overall height	4 ft. 0 ins.	Wheelbase	7 ft. 6 ins.
	Track	4 ft. 2 ins.	Weight	1892 lbs.
	Weight distribution	48 F / 52 R.		
Kit prices.	Chassis kit	£1850 inc vat.		
	Body kit (HD100 & 300)	£1950 inc vat.		
	Complete car.	£22000 inc vat.		
	Complete cars employ all new components.			

Full details of kit contents, specifications, prices, options, extras and complete cars are given in the fully detailed information pack available from:

Haldane Motor Company, Dept KCI, Unit 12, Mackley Estate, Small Dole, Near Henfield, Sussex BN5 9XJ.
Tel. 01273 493860, Fax. 01273 494889.