



THE BEST



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.



HD 100

These are extremely well developed products offered in kit form for home assembly or as complete turn key vehicles. They offer all the advantages of type approval with the cost savings of home assembly - The best of both worlds!

HD 300

The HD100 model has a slightly different bonnet, without a grille and a larger main grille. Otherwise it is identical to the HD300.

Whilst the exterior styling of these cars is from a passed era, the mechanical specification certainly is not. The suspension, steering and braking characteristics are all to the standards we have come to expect for modern driving.

The chassis is of light weight, space frame, backbone design and has fully independent double wishbone suspension with adjustable damping and ride height on all four corners.

The interior specification is sumptuous. It sports comfortable seats with the option of reclining mechanisms and head-rests; padded dash board with real wooden infill panels and with a matching centre console; neat door trim panels with in built map pockets; electrically operated windows; full wet weather protection in the form of a removable soft top, tonneau cover or hard top; cosy cockpit heating and demisting and much more.

Until recently these cars were available from a Scottish company who developed them to a level of refinement far above that normally available in kit type vehicles. They put the Haldane through the full programme of government tests in order to obtain type approval. The last of the approval tests was passed in March 1994. Unfortunately the costs and delays were greater than could be borne by a small factory. Because of financial difficulties, the original owners found themselves unable to exploit the market for new Haldane cars; consequently the whole project was sold to its current owners.

At the end of 1994 all the jigs and moulds for Haldane production were transferred to Pilgrim's south coast factory where production has resumed.

The Haldane neatly fills a gap in the Pilgrim model range between their 1930's style open roadsters and the Sumo muscle car.



HD100

Pilgrim are very keen to ensure that the Haldane remains available as a kit (contrary to the policy of the former owners) and shall actively encourage the "buy as you build" technique of keeping costs under control.

Because all the Haldane components are of high quality, both in terms of design and in execution, they cost a little more than average. We can assure you that the car is very well developed and equipped and is consequently worth the extra investment.

EASY TO BUILD.....

One of the benefits of building such a well designed car is that the finish you see is the finish you get when you assemble the parts yourself. You don't have to be an expert trimmer or finisher because all that is needed is a degree of practical ability to place the Haldane supplied components where they should go.

No specialist knowledge or equipment is required unless you have some specific mechanical problem with an individual component; in which case you can employ the short term services of an expert.

To build a good quality Haldane

from used / reconditioned mechanical parts and our kit components will cost in the region of £7,000 to about £9,500. This amount will be determined by exactly which options you fit and the extent to which you refurbish your mechanical parts. It will also depend upon the price you pay for your donor Sierra and other parts and upon how many of those parts you decide to reuse.

If you wish to build your car from brand new components, it will cost from around £13,900 to about £16,900 depending upon exactly which specifications you select.

... OR BUILT TO YOUR SPEC.

Complete factory built vehicles cost from about £10,800 for one with used components to £21,950 for a top specification brand new vehicle. We can tailor a car to a specification to suit any budget between these limits.

We have a draft copy of the assembly instruction manual (produced by the former owners) which is available by sending £15. They consist of approximately 80 photocopied pages with lots of detailed text.

For customers who require a fully built, type approved, Haldane we have a separate specification / price list. Please send us a stamped self addressed envelope for your copy.

If you require full details of Pilgrim's entire range of sports cars, including the Sumo, Bulldog and Family Tourer models; please send £3 (made payable to Pilgrim Cars).

Please note that we are actively seeking dealers in this and other countries.

Build Yourself a Dream!



To build yourself a Haldane you will require the following mechanical components.

Ford Sierra donor car; from which you take:-

- * **Engine and Gearbox assembly**
Older type "pinto" (1600,1800 or 2000cc) or Modern type DOHC 2000cc. We have not, as yet, tried any other kind of engine. When removing the engine, do ensure that you take all the remote ancillary parts required for its operation. In general, there tend to be more such items with more modern engines.
- * **Brake master cylinder and servo unit.**
- * **Pedal box assembly with separate throttle pedal.**
- * **Steering column complete** (upper and lower sections)
The lower section requires extending. This can be done by welding or a new longer shaft can be purchased from us.
- * **Propeller shaft.** The one from the Sierra shall require shortening or a new unit may be purchased from us
- * **Rear axle assembly with brakes, differential and drive shafts.** The drive shafts require replacing for shorter units.
- * **Handbrake lever and cable.** The cable requires shortening.
- * **Exhaust system.** Requires modification to fit.
- * **Wiring harness with switches, fuse box and relays**
- * **Door locks with striker pins.**
- * **Seat belts.**

From other cars:-

- * **Front uprights with hubs, brake callipers, discs and bearings** - Ford Cortina.
- * **Heater** - Mini.
- * **Windscreen wiper motor** - Mini.
- * **Head lamps and other lamps** - Mini
- * **Steering rack** - Escort Mk1/2, modified to fit.

Special "Haldane" parts:-

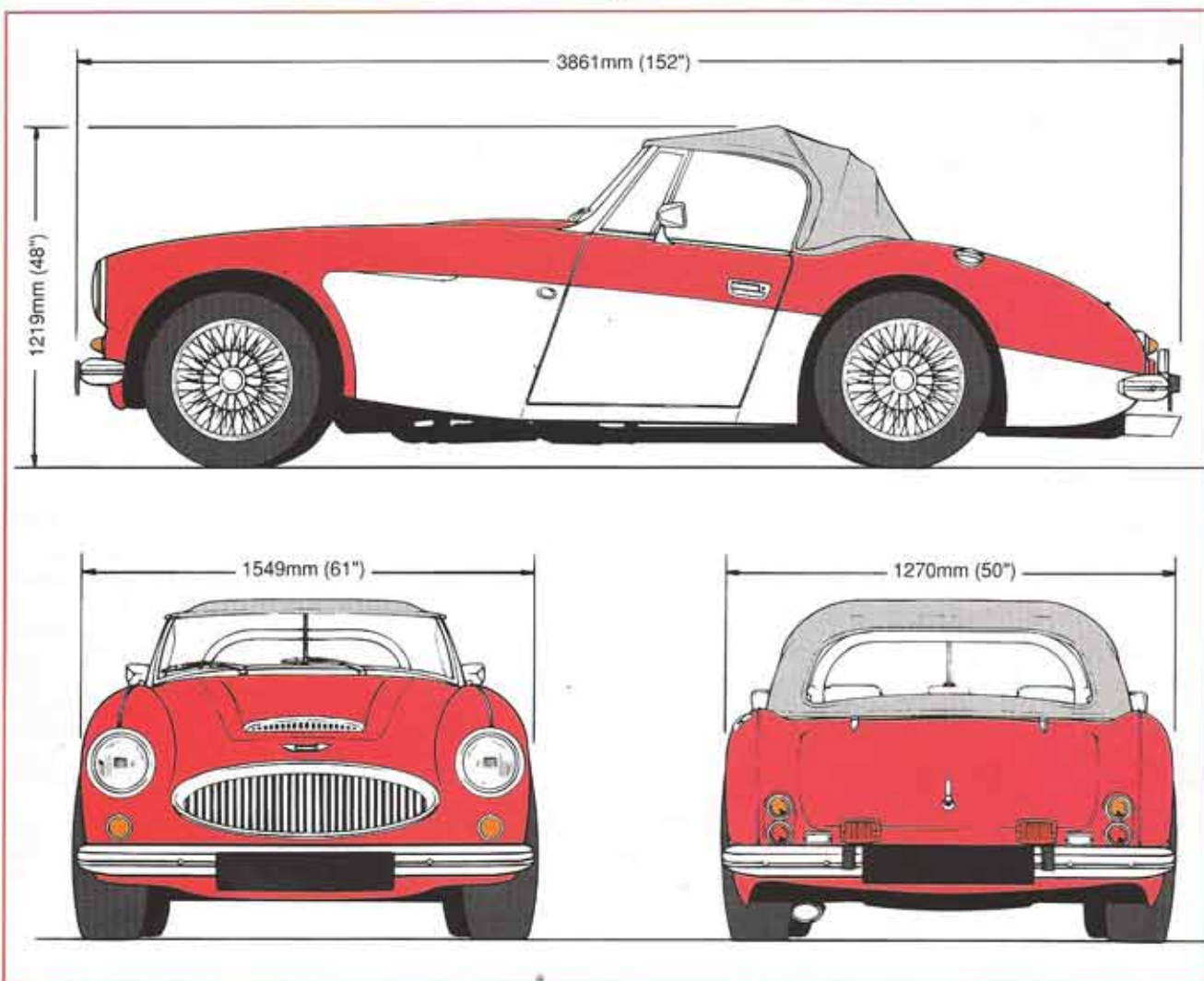
- * **Radiator.**
- * **Road springs.**
- * **Dampers.**
- * **Fuel tank.**
- * **Front suspension ball joints.**
- * **Rubber bushes for front and rear wishbones.**

There are many other components of a trim and finishing nature. We aim to provide our customers with literally every item required in building their car.

All available parts are listed on our Haldane price list / order form along with certain of the above items in a made to measure, ready to fit state. *Please send a self addressed envelope for your copy.*

The use and application of all the above components is shown in our detailed Haldane builders manual. For your copy please send £15 or telephone quoting your credit card number.

Technical Specification



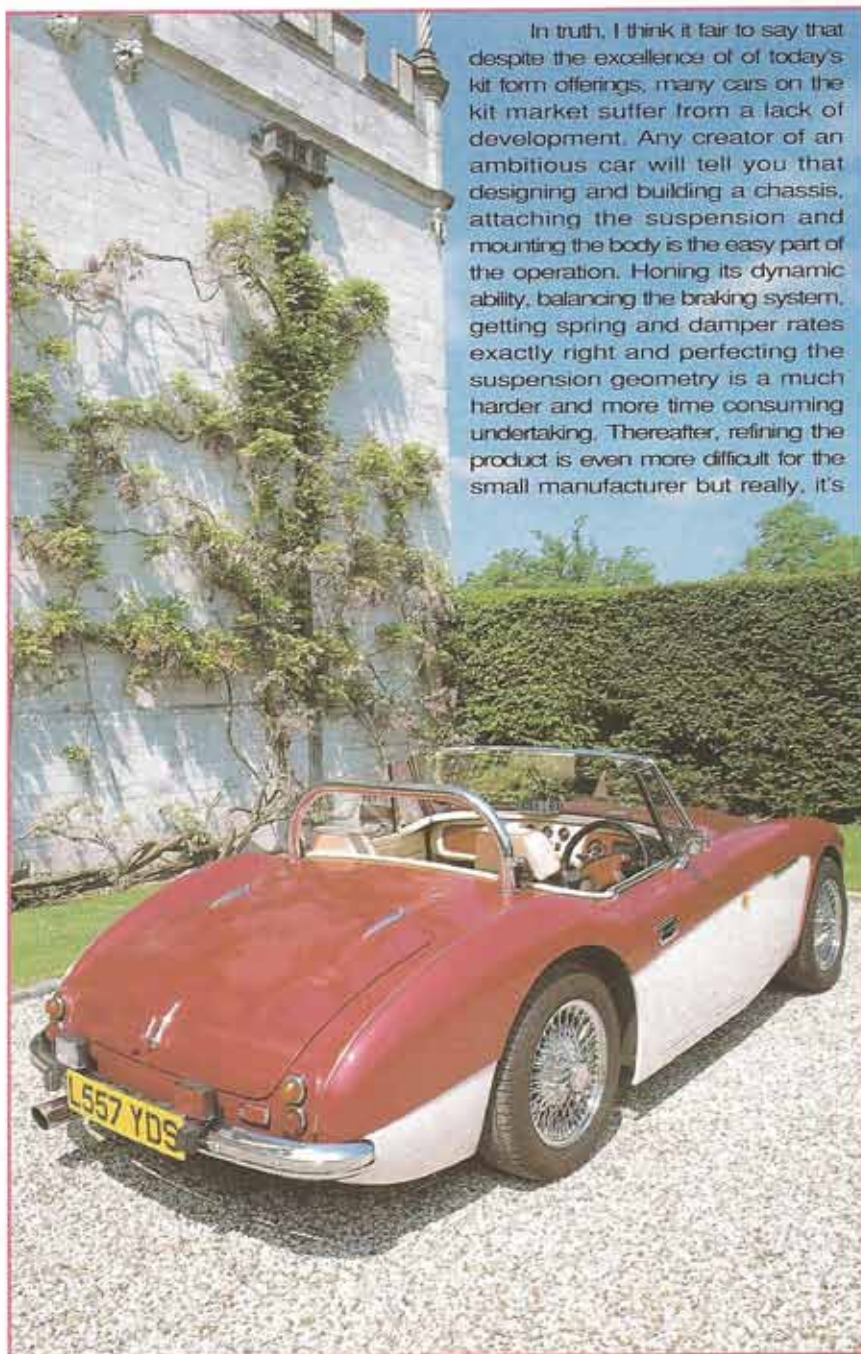
Engine	2 litre DOHC fuel injection, management system and catalytic converter 118 bhp, 5 speed manual gearbox. or 2 litre or 1.6 litre SOHC (Pinto).		
Chassis	Backbone spaceframe chassis, independent double wishbone suspension all round, with co axial coil spring damper units. Front anti roll bar. Epoxy coated components.		
Body	High quality composite monocoque structure incorporating high impact resin. Chrome grill and windscreen surround, cast polished alloy windscreen pillars. Chrome plated bumpers, boot hinges, door and boot handles. Two exterior mirrors, electrically operated door windows, laminated windscreen.		
Interior	Moulded, padded fascia with wood veneer panels and central console to accept radio. Recliner seats, Door pockets, Carpet and sound felt in both cockpit and boot. Heater/demist system, Interior mirror.		
Instruments	Speedometer, Tachometer, Water Temperature, Fuel gauges. Warning lights for Oil, Battery, Main beam and Rear fog.		
Wheels	15" x 5 ¹ / ₂ " Alloy "Minilite" style or bolt on Wires.		
Tyres	185 / 65 x 15 VR		
Accessories	Hood, Tonneau.		
Options	Leather interior trim, Hardtop, Left hand drive, Body side vents (HD300)		
Dimensions	Track	1270mm (50")	Wheelbase 2286mm (90")
	Length	3861mm (152")	Width 1549mm (61")
	Height	1219mm (48")	Dry weight 860kg (1892lbs)

Our policy is one of continuing design and development, therefore we reserve all rights to amend specifications without prior

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 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 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 sixes. 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 300 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 Haldanes 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



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, Smail Dole, Near Henfield, Sussex BN5 9XJ.
Tel. 01273 493860. Fax. 01273 494889.