

An occupation that, in the past, might have been regarded as unique is that of a Scottish kit car manufacturer but Kevin Mc Goverin has been

NORTH OF THE BORDER

where he found exceptions to the rule in the Haldane 100 and the Wasp.



~~'Motorway Russian Roulette with your hosts Derek and Doris Dangerous' and, of course, the ever more frequent but nonetheless unwelcome appearances of the Cavalier/Orion Formation Outside Lane Shunting Team, and I was ready for something of high quality to cheer the sagging spirits. The Haldane fitted the bill with ease and more.~~

The Haldane company directorship is a three man team, consisting of Brian Harrison, a gentleman with experience in microlite aircraft building, Alisdair

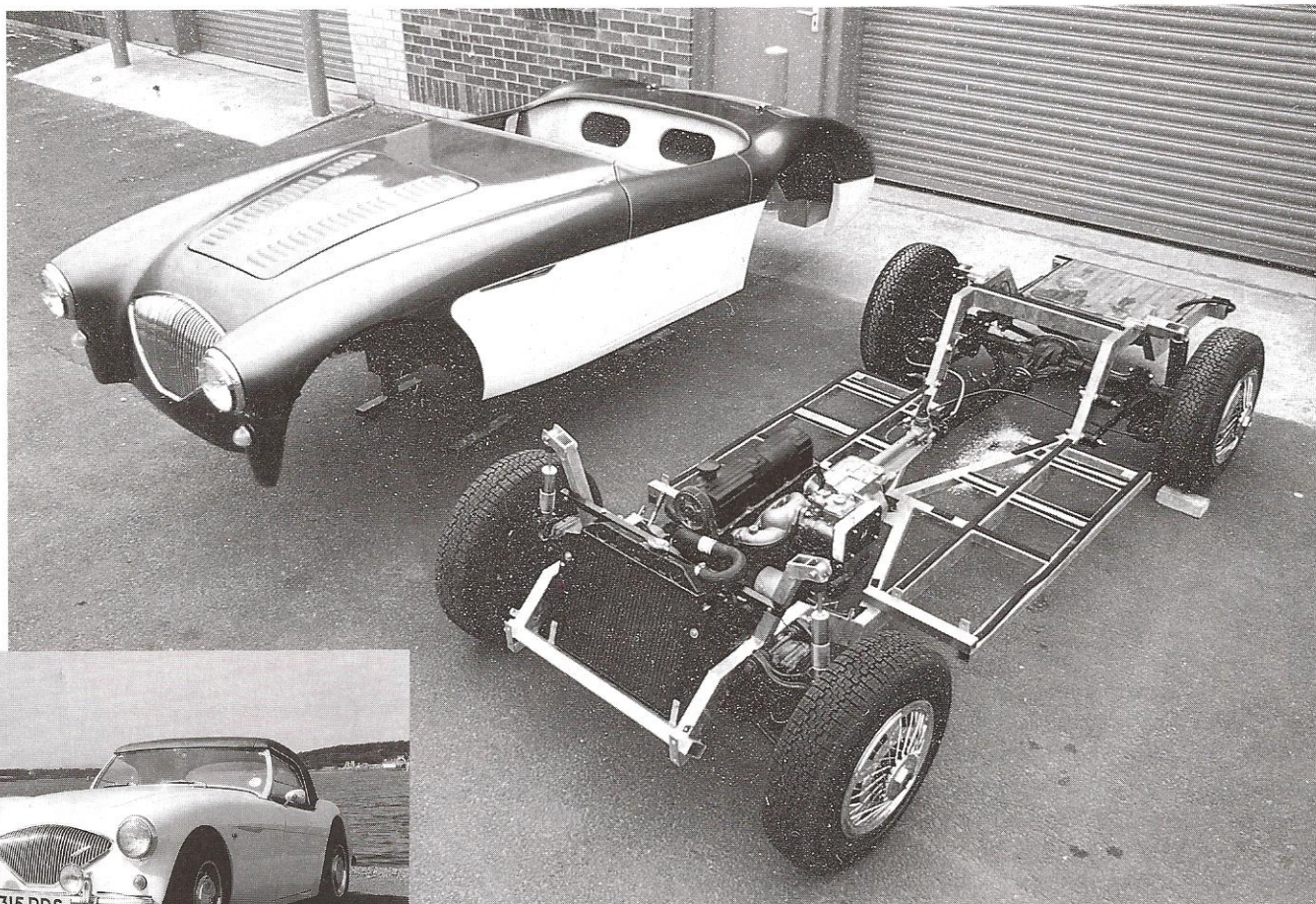
feel this aim to have been achieved.

IRN BRU?

Well, the chassis is made in Scotland but not, as the fizzy drink advert would say, from girders! The Haldane chassis is in fact a heavy duty steel basic ladder frame, with a primary structure of 80 x 40 x 3.2mm main rails and 40 x 40 outriggers. Jig built to demanding standards set by a specialist welding company, the chassis comes fully drilled and bracketed with a full assembly pack of plated bolts, nuts

additional upper and lower trailing arms and coilover shock suspension units. Other rear modifications include the shortening of the panhard rod and the installation of a new propshaft with appropriate flanges.

In the power unit department, although a wide range of engines would be suitable for the HD100, such as Fiat, Alfa or Toyota twin cam configurations, the manufacturers recommend either of the 1600cc or 2 litre Ford Cortina OHC engine and gearbox. With a power to weight ratio of approximately 140bhp/ton, it



Scott, a wind turbine engineer and John Haldane who, among other things, provided the financial backing for the team at the outset so, it is perhaps quite fitting that the car bears his name. Thus formed, the team set out to design a car which, although endeavouring to capture the spirit and feel of the Austin Healey 100M, was not simply a cut and dried replica. At the same time, the design brief was to eradicate the poorer aspects of the 100M, such as lack of ground clearance. Many Healey aficionados

and washers provided. The chassis is supplied unpainted, galvanising painting or powder coating being undertaken to order when requested.

The mechanical base for the Haldane 100M is the Vauxhall Chevette, incorporating the front cross member complete with wishbones, rack, hubs and brake assemblies, which is then bolted directly onto the chassis bushes. Adjustable shock absorbers and revised spring rates are incorporated. As for the rear, several modifications are carried out, the Chevette rear axle casing being modified to accept

before the chassis and bodyshell are allowed to leave the factory, they are test mated to ensure everything fits together well.

should give a performance well in excess of adequate however, if you wish to add that little bit extra, you could make a little addition to the engine, as Haldane have done. More of that later! In the meantime, other non Chevette items needed to complete your HD100 are the Ford 2 litre radiator, Escort Mk2 Non Servo brake master cylinder, Mini wiper assembly, a set of Triumph Dolomite

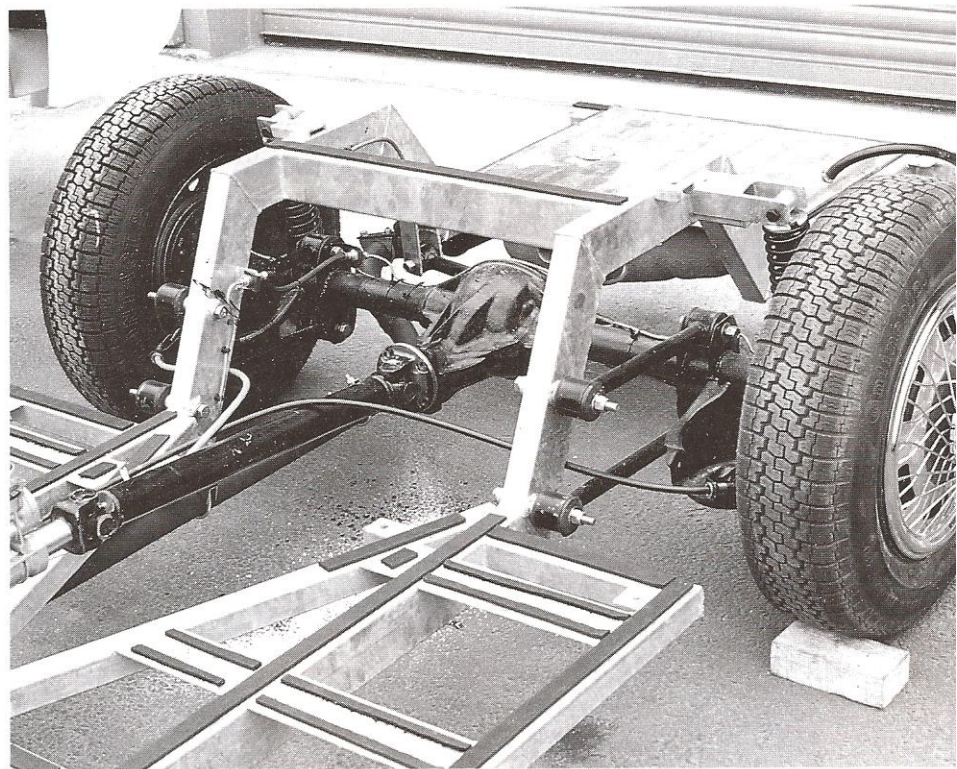
gauges and VW/Audi door locks and striker pins.

STYLE COUNCIL

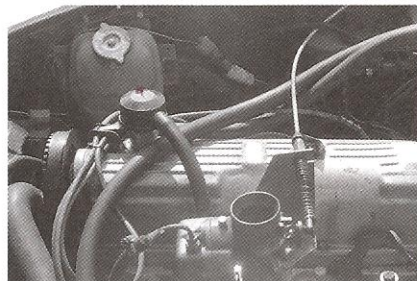
Or Healey Council, if you prefer. As stated earlier the HD100, while intended to capture the spirit of the Healey 100M was not meant to be a direct copy of a specific model. To that end, the Haldane car incorporates lines from the later 100S and 3000 models along with other more subtle differences. The bodyshell itself is a very high quality moulding comprising standard 6 and 8oz lay up, with integral floorpan, wood/glass bonding in the sills and scuttle area plus coremat, woven roving and uni-directional glass reinforcement presenting a totally sealed, almost virtual monocoque on it's own. All the internal panels are bonded to the main body while still in the mould, presenting a totally sealed unit. This is done with strength and safety uppermost in the mind, giving excellent impact resistance especially in the door areas, which are double skinned and reinforced with woven roving and coremat, the apertures featuring heavily returned edges for more added strength in this area. The wheel arches are similarly manufactured to give added strength, while the inner surfaces of the boot and bonnet are reinforced to ensure distortion free fitment, while inner wheel arches add rigidity to the engine compartment.

TOE AND HEALEY-ING?

The current Haldane 100 HD demonstrator is/was also the development car and, therefore has seen a massive amount of work, both inside the factory and out on the open road. I say current because, as our man Mr. Harrison informed me, this car is now beginning to get a little tired (I shall refrain from using his highly amusing and totally unprintable description) and will therefore be replaced, hopefully before the end of the year. They say hopefully, although there will be no complaints if the pressure of completing orders prevents this. In truth, the Haldane company only really started trading fully in November 1988, since which time custom has developed slowly to



most of the mechanical modifications occur at the rear, with the standard trailing arms shortened while two extra ones are added.



a stage where, much to Haldane's delight, the order book is starting to fill nicely.

For all the work undertaken by the demo car however, it still looks in fairly decent nick. It has also taken on a markedly different appearance,



since announcing itself to the world in mid 1988. Firstly, there are the beautifully made chrome bumpers which, along with the windscreen and sidescreens, can be easily removed to transform the car from touring car to sporting beast, with the addition of aero screen and louvered bonnet. The second item is the availability of a hard top, rendering the car a practical machine for everyday use. This is a very clever piece of work indeed, showing some imaginative use of materials as well as ease of attaching and detaching.

The bonnet, which is adorned by a small chrome lock in each top hand corner, opens nice and wide to reveal the 2 litre OHC Cortina engine housed comfortably inside the spacious bay. Brian Harrison has a wide knowledge of racing cars and, to this end has utilised his skills with engines to improve the bottom and mid range torque of the engine by attaching a 1 1/4" Fish carb. You can also notice the inner wheel arches which, as well as giving increased strength also protect the engine and bay from road dirt. At the back, opening the boot reveals a seven gallon fuel tank sitting above the rear axle, while allowing space for the spare wheel on top. Add the battery to this list of boot based goodies and you would expect space for little else, however, the HD100 boot will still

accept a reasonable amount of luggage.

In truth, entering the car with the hood in place is a bit of a puzzler but, the best method is to plant the legs in first and haul the rest of the body in behind you. Once inside, you feel very much in the car, the edge of the cockpit being level with the shoulder for people of similar build to yours truly. The seats are extremely comfortable, offering plenty of support and being easily adjustable to whatever favoured driving position. The production dashes are a much improved matter than the one on the demo but, for all that the Dolomite gauges were all present and correct

being dealt with well by the rearview and wing mirrors. Exiting down the slip road, we were confronted by two roundabouts linked by a short straight, presenting an excellent chance to test the cornering ability of the car. This aspect of the HD100 can only be described as magnificent, with the smoothness and ease of operation of the pedals complementing the effect. Speeding toward the turn in, the brakes hauled the car down from speed quickly, changing down through the gears achieved with consummate ease, thanks to the light feel and responsive nature of clutch and gearbox. The steering was of a similar nature,

handling car I have had the pleasure of driving in many a long day.

Even on the less than perfect road surfaces, the car still showed exemplary behaviour, dealing with any surface imperfections with no problems and no areas of the car emanating any noise other than that which you would expect during everyday driving. When you drive the HD100, and I strongly suggest you do given the opportunity, just enjoy looking down the long bonnet as it swings through the bends or cruises down the straights. You should love it, as I certainly did

CONCLUSION

I was an enthusiast of the Haldane 100M the first time I made it's acquaintance and nothing has happened to change this. It is an extremely high quality, well manufactured kit, designed with obviously great amounts of care and attention. There are already some excellent examples already on the road and, for those of you who are Healey fanatics, original screens and hardware can be supplied by Haldane. For those of you who wish to make the Haldane 100M's acquaintance, but feel a trip to Scotland is a touch excessive, fear not. The gents have now arranged an agent in England. The person to contact is **Mr. Ray Downes**, by dialling **Mansfield 555290**.



and easy to sight.

On turning the ignition, the engine fired into life first time and, although having taken the strain of all the hard work put in by the demonstration vehicle, still sounded quite healthy. All the pedals were nicely placed and easy to operate, the throttle being placed high to make toe and heel operation simplicity itself. Driving away from the company base and onto the M8 out of Glasgow, the engine proved itself to give smooth and untroubled acceleration, reaching the legal limit with ease at around 3500 revs. With the car cruising effortlessly along the motorway, it was time to inspect the vision provided with the hood in position and, I am pleased to report this to be good, with any blind spots either side

The bumpers really add style to the car but, by simply removing them you change from tourer to racing car very quickly.

responding immediately to the merest deviation of the wheel, while the ride keeps you well informed of all events happening below. The car exhibited almost minimal roll entering the bends, the steering feeling neutral as befits the 50/50 weight distribution of the car. The behaviour pattern of the car remained true on exiting the turn, the 185/70 tyres hugging the surface with the car showing no hint of breaking away although, with handling such as this it would be easy to gather it all together again. Unless my memory fails me, I have to say that the HD100 is far and away the best

DATA PANEL

HALDANE DEVELOPMENTS HD100	
Chassis;	Heavily cross braced ladderframe weighing 100kg
Mechanics:	Vauxhall Chevette. Ford.
Engines;	Ford 2 litre. Lotus twin cam.
Dimensions;	
Length;	12ft 8 ins.
width;	5ft 1 in.
Height;	4ft
Ground clearance;	5 ins.
Weight;	700kgs
Kit price basic kit £2250 plus VAT	

For more information and brochure send £1.50 to: **Haldane Developments, 12 Devlin Road, Cathcart. Glasgow G44 3AA. Tel. 0698 826950**