

# THE HALDANE 100

A lifelong interest in cars, particularly of the rallying and racing varieties, usually gives one a good eye and "feel" for all that is good in four-wheeled transport.

Ray Downes, proprietor of Mansfield Road Service Station, Skegby, near Mansfield, is no exception to the rule.

A rally and race enthusiast for most of his life, Ray was closely involved in building rally-cars and still occasionally races his Auto-Union (DKW) one of very few remaining in this country.

Old car restoration also features in Ray's current activities and his workshop, although comparatively small,

usually has something of interest to the old car enthusiast.

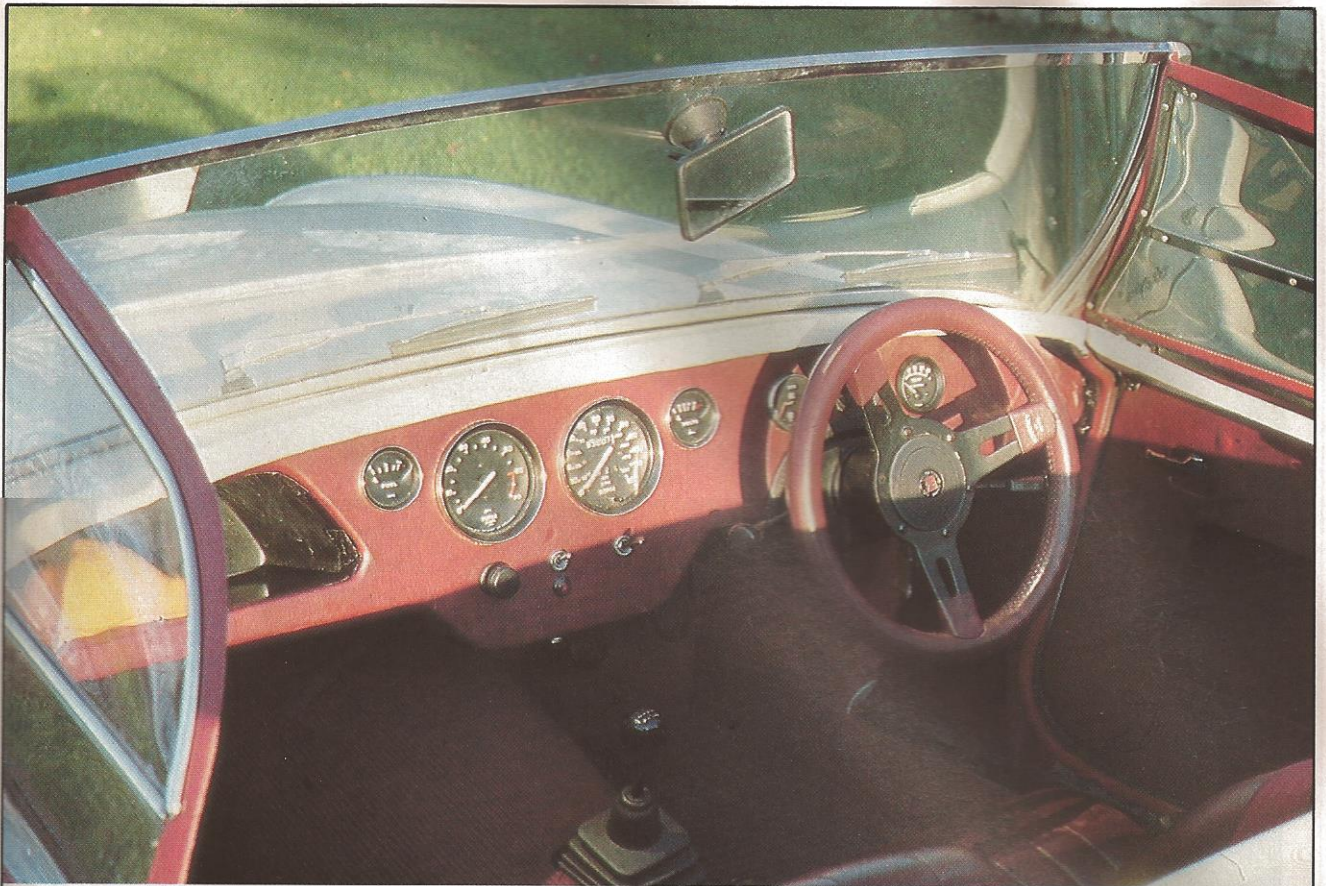
Ray is also fortunate in having a small staff who share his enthusiasm and are also actively involved in motor sport and old car restoration.

Like most smaller businessmen, Ray prefers the informal approach to running



*Haldane HD100 - all the appearance, quality and performance of the Austin-Healey BN4.*





*Traditional range of instruments and well - trimmed interior.*



*Hood down and ready to go - Big Healey motoring recreated.*





*Substantial ladder-frame chassis carries high-quality semi-monocoque fibreglass bodyshell.*

the business and the Mansfield road workshop is open territory to motoring enthusiasts who are assured of a warm welcome and as much help as they need. Having taken over the business in 1978, Ray can now look back on ten years of successful but, more importantly, genial business and many customers who have now become firm friends.

Ray is the first U.K. distributor for the Haldane HD100 replica-car — a model based on the Austin-Healey BN4, a fifties classic which endeared itself to many enthusiasts of the period.

Haldane Developments undertook the reproduction of this famous marque very seriously, realising that they would need to meet the requirements of many enthusiasts who had driven the genuine article and would examine the reproduction with

a critical eye, drawing comparisons with the appearance, quality and performance of the original.

Our drive in the demonstrator, although of necessarily short duration was

sufficient to indicate that these criteria have been well met.

The best of both worlds, combining the fine qualities of the original model with modern materials and



*Range of engines can be accommodated, from 2 litre Ford to Alfa or Fiat.*



technology, has been successfully achieved with the HD100.

Normally supplied as a chassis and fibreglass body-shell, the HD100 can be supplied in various stages of completion from basic kit to near-complete assembly. The chassis is of substantial, ladder-frame construction using 80 x 40 x 3.2mm. steel section for the main members and incorporates all necessary brackets, bushes and mounting points. Supplied unpainted, it can be galvanised or powder-coated to order.

The body-shell is a high-quality, totally sealed, semi-monocoque unit featuring integral floorpan, wood/glass bonding in sill and scuttle areas and heavily returned edges for added strength and rigidity in the wheel-arches and door apertures. Doors are double-skinned and fitted with wide-opening, heavy duty hinges. The inner surfaces of

boot and bonnet are reinforced to give distortion-free operation. Body and chassis are test-assembled before despatch to ensure trouble-free final assembly using the assembly pack of plated bolts, nuts and washers supplied.

Standard running gear is G.M. Chevette although alternatives are recommended should engines with an output in excess of 95 b.h.p. be used.

The Ford 2-litre engine is normally fitted but, again, other options such as Triumph Dolomite, Toyota, Alfa or Fiat can be accommodated and the propshaft fitted with the appropriate flanges.

A very clear, concise building manual is supplied and a full range of optional accessories is available.

The cost of the basic chassis/body kit with doors and boot lid fitted is in the region of £1,950 and Ray Downes' estimate of the

probable maximum total cost is approximately £5,000.

An optional louvred bonnet and aero screens are available to enable the enthusiast to recreate the racing outline of the original Healey 100M if required.

The Haldane Group's 60 years' experience in the motor-trade, combined with the long, practical experience of Ray Downes and his staff should ensure that the HD100, like the Austin-Healey on which its design was based, will become something of a legend in its own lifetime.

Certainly, the enthusiasm of Ray Downes who, as a racing and rallying man, is not easily over-excited, indicates that the HD100 is the ideal car to combine sparkling performance with year-round, practical, economical motoring.



*Basic body/chassis kit comes with doors and boot lid fitted for perfect alignment.*