

### **The origins of the Haldane sportscars.**

Shortly after Haldane was founded the moulds for an Austin-Healey 100/4 replica were advertised in KitCar Magazine by PCF Motors, december 1986. Although Haldane did made sketches for the design of a GT car it was decided to further develop this Austin-Healey 100/4 replica of high quality using modern components.

PCF Motors was a motor repair business founded by Pete Farries in 1963, on Gertrude Road, West Bridgford, Nottingham. Pete was specialised at building and tuning Jaguar engines. The business then moved to Foxhill Road, Carlton.



Pete Farries, 1973, posing with his most famous design: the Whomobile.

Peter become involved in American V8s and British drag racing after the American drag racing team visited the UK in 1964. He was also involved at the beginning of Formula 5000 and the truck racing scene making fibreglass panels for the world champion's trucks.

In the early seventies Pete undertook the restyling of the Chrysler Avenger. Chrysler gave Pete a brand new car to cut up and re-style.



This project was featured each month in Custom Car magazine and led directly to the facelift Avenger called the Cricket in the USA.

After this Pete was asked to customise an Austin-Healey 100 for a customer. Understanding the potential to recreate brand new body's for these cars made him decide to tool up properly for the job. The master pattern or buck was the result of a serious amount of work which resulted in a full set of production moulds comprising of twelve panels of high quality. The bodywork from these moulds was rather successful and PCF Motors built seven of these vehicles before a fire at the garage brought further production to a halt.

The only thing left after the fire were the moulds for the Healey 100/4 bodywork and this, along with one newly created body, was sold to Haldane.



The production moulds for an Austin-Healey 100/4 replica by Pete Farries.



Finished Healey 100/4 by PCF Motors, custom made windscreen, tonneau cover and overrides.

Peter Farries built seven of these 100/4 replica's, all-in red gelcoat, no paint necessary!

The body Pete created can be identified by the twin rear light “clusters” at the back. The front wings had the arch return at the front wheels like the Healey 100/6 front wings. There were no seams between the body and wings. All this was exactly like the original design by Gerry Coker.

Alternatively there were a lot of panels also available in aluminium like doors, bonnets, bootlids and floorpans.



Pete also designed a chassis for the car and used round tubing. Very similar to a TVR Vixen S2 chassis. A pre-Haldane 100S car can be recognised by the somewhat square tunnel for the gearbox/propshaft.





The car was so successful that Pete went on to build seven of these vehicles before a fire at the garage destroyed everything except the bodyshop. This unfortunately brought further production to a halt.

The whole project was put up for sale in Kit Car magazine, December 1986 (see "Articles"). When Haldane acquired the project this formed the basis for Haldane to develop the Haldane Mk1 (HD100).



Photograph taken by Haldane at the Nottingham location in 1987 where one body was bought together with the moulds. Clearly visible in the back is a promotional vehicle built by Pete Farries for Peter Jay, the owner of circuses in Blackpool and Yarmouth Hippodrome.

Brian Harrison: *"I took this photograph when we were considering purchase. We took one body shell and they kept the other to make one car for themselves."*

Pete Farries built several promotional vehicles for Peter Jay, director of circuses in Blackpool and the Hippodrome in Great Yarmouth (and famous from his band "Peter Jay and the Jaywalkers"). For this work Peter used the company name "Action Cars" instead of PCF Motors.

From drawing to road, both the clown and the elephant were built in a remarkably short time of just 13 weeks, and driven from Nottingham to Blackpool turning heads everywhere along the route.

Both vehicles still exist and the clown still drives up and down Yarmouth seafront each summer.





Although not actually British sportscars, these cars are more British than anything.



There also was a promotional vehicle for Berger paint. The car called "Tin of Paint".



Recently "discovered" again.

## PCF Motors 100/4



Mould strengthened with wood.



Workshop with a body (left) a chassis (right), the floorpan and the mould in the foreground.



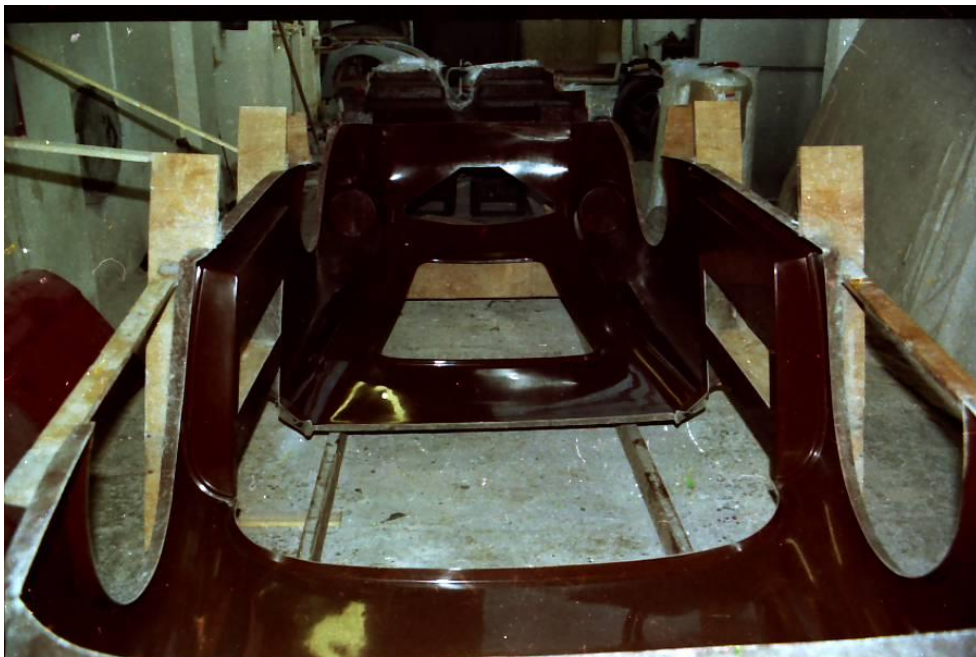
Trimming a new body inside the mould.



Twin rear light cluster typical for PCF Motors body.



Interesting: 100/4 mould in the background, 100S mould visible on the left.



Inside of mould.

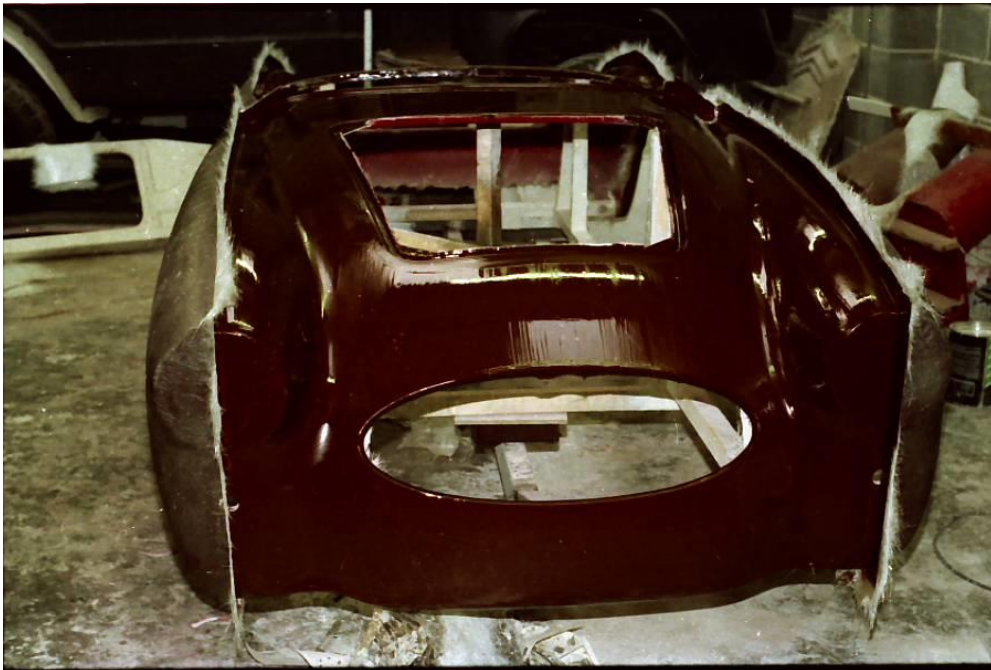


Clearly visible the chassis design and the panelling of floor and scuttle area. In the foreground the chassis with Vauxhall Chevette front axle and Ford Pinto engine. Chassis designed by PCF Motors.

## PCF Motors 100S.



Inside 100S mould.



New 100S body taken from mould.

Finished cars.







A total of seven 100/4, all red, cars were made by PCF Motors.



Pete also made the moulds for a 100S replica.







