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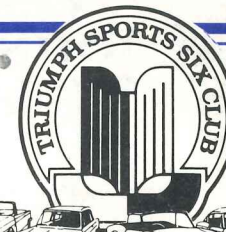
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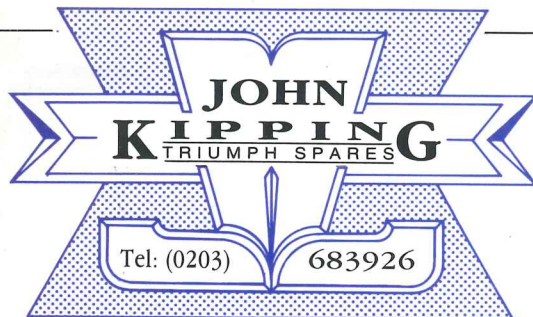


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**TURNING CIRCLE  
Editor: W.E.SUNDERLAND**

## CONTENTS

Editorial .....	4
The Triumph Herald 948 .....	Chris Longhurst ..... 6
Birthday Build .....	Daniel Jones ..... 16
The Death of Harry the Herald? .....	Colin Bratt ..... 18
Herald the early years .....	Bernard Robinson ..... 20
Round Australia .....	..... 22
Driving in the USA .....	Peggy Tiffany ..... 23
Henrietta Herald .....	Mr C Taylor ..... 24
Another Herald saved .....	Mr Wotherspoon ..... 27
Heralds all the way .....	Mr Bell ..... 29
The story of an everyday Herald .....	Steve Parry ..... 32
Buying Guide .....	Mike Costigan ..... 35
Turning Circle Back Numbers .....	..... 38

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## LONG LIVE THE CHASSIS!

**1959** saw the official launch of the Herald, in what was said to be a 'breakthrough' in the component manufactured cars of that time. The manufacture of the Herald was regarded by many as a backward step, since most cars were, at that time, moving away from the chassis to monocoque construction. For Triumph, it may have been their lifeline, as the Triumph Herald was undoubtedly responsible for keeping the Company alive.

### *Why use a chassis?*

The main reasoning was that various components of the car could be manufactured in numerous different factories, before final assembly at Coventry - this was certainly a forward-thinking move in those days. Apart from this, the chassis forms the 'backbone' for all the cars that fall under the TSSC umbrella.

Where is the Herald today? Well, I suppose if we look at the Classic Car Movement, we all know that most of the cherished classics centre around B.L. cars: M.G., Jaguar and Triumph take the lion's share but also Austin, Morris, Wolsey, Riley to a lesser degree. It has to be said that the Herald was possibly an 'underdog' in terms of Classic Car status but as the TSSC has proved, this situation is now changing and with good reason. It is practical, easy to maintain, spares supply is getting better by the week with manufacturers willing to Re-manufacture various parts and components.

The car is still cheap to buy and run and it has bags of character. Wherever Herald owners go, they encounter somebody who either owned one at some time or who knows of someone who still runs one.

The future looks very bright indeed for the Herald. This appealing little car can only grow in popularity as many seek an alternative for the modern, five-gear hatchback.

In the picture above you will see our Courier Van, which many of you will remember from previous rebuilding articles in The Courier during 1985. The van is still running well, although a new engine is now required - one item we can't rebuild! At present I am finishing my father's Herald 1200 coupé, which was bought in 1979. The full rebuild is now in its final stages and I am looking forward to getting the car on the road. It should certainly turn a few heads!

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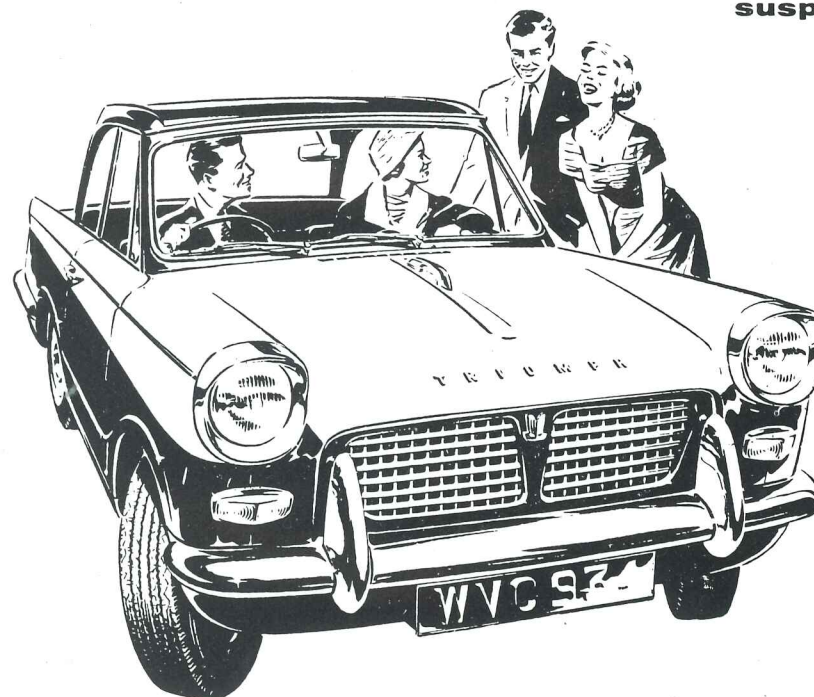
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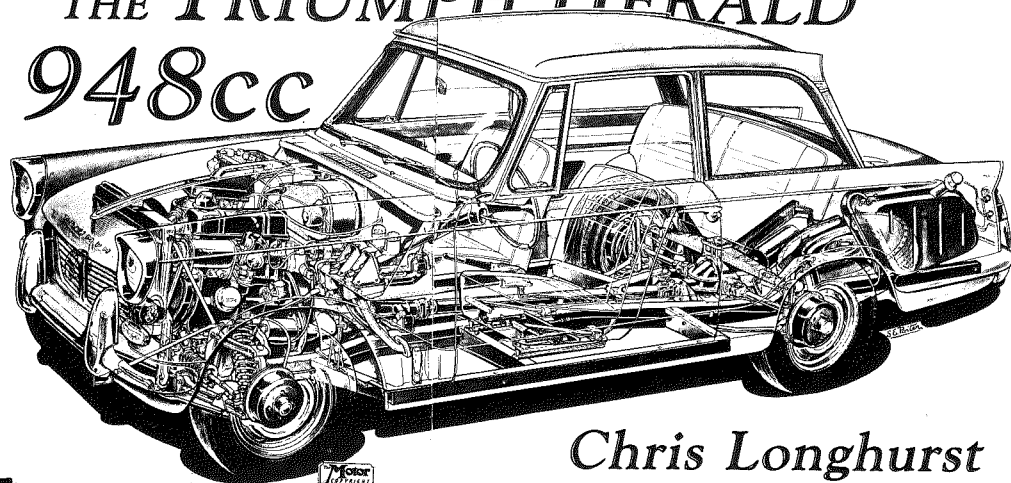


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# THE TRIUMPH HERALD 948cc



## Chris Longhurst

The history of the development and the launch of the Triumph Herald, subsequently referred to as the 948 Herald, has been well documented in a number of recent books, such as Longworth and Robson's (75 Year History) and Robson's (Herald and Vitesse). In summary, the Herald, designed by Michelotti in 1957 had extensive road tests in 1958 in Spain, UK and West Africa and was announced "to the world" in April 1959 in twin carburettor coupé and single carburettor saloon form. A convertible followed in 1960 and variants of the saloon (twin carb., 'S') also became available (Figs. 1-3).



Fig. 1 - Herald Saloons, front and Rear view. From left on front view - Herald 'S', late Saloon (G31574), early Saloon (G13032)



Details of commission numbers, production dates and numbers are given in Tables 1 and 2. A typical 948 commission number plate is shown in Fig. 4; note that it does not contain information on paint and trim colours as do plates on post 1963 1200's.



Fig. 2 - 948 Convertible

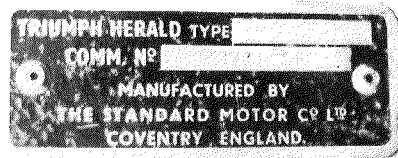


Fig. 4 - 948 Herald Commission No. Plate.

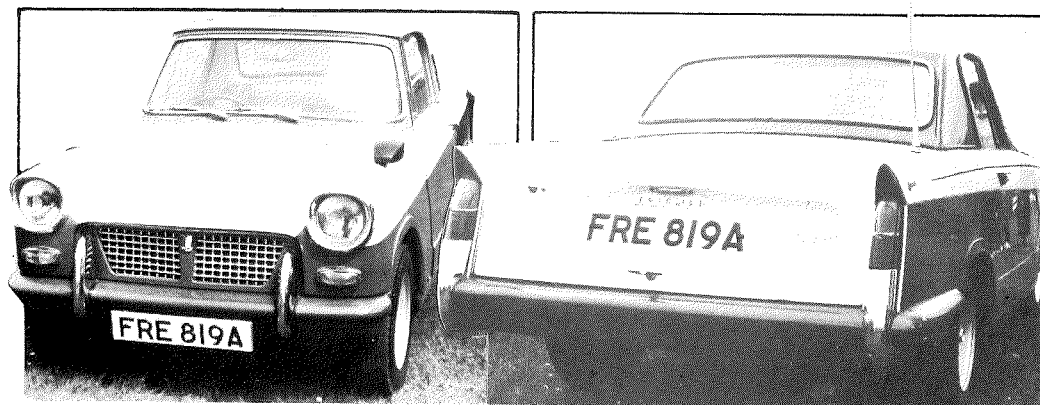
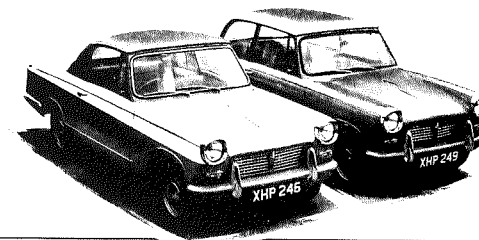


Fig. 3 - 1959 Herald 948 Coupé (note Coupé badge on boot, registration not original)

The remainder of this article is an update of the 948 originality guide, published in sections in 1982 Couriers. Invaluable assistance was given by Mike Costigan, John Kipping, Neil Wright (who also supplied many photographs) and other 948 enthusiasts in the preparation of the original article and the up-date. The majority of information applies to saloons, comments are made on convertibles and coupés where relevant.

TABLE 1  
COMMISSION (CHASSIS) NUMBER GUIDE TO 948CC CARS

YEAR	G -	G - SP	Y - (Coupé)	Y - CV	GY - DL
1959					
January	(3) 1		(3) 1		(9) 1
1960					
January	23651		5267	(3) 5632	1158
1961					
January	60024 (3) 64435	(2) 60471	22098 (6) 23428	22096 (6) 23428	10184 (6) 11392
1962					
January		68646			
1963					
January		(5) 71462			
1964					
January		73568 (1) 73571			



CODES: DL - deluxe saloon, SP - 'S' saloon, CV - convertible

G - saloons

Y - twin carbs

GUIDE: For 948 'S' saloon, G - SP; 1961 (2) 60471 = first produced in February 1961 with commission number G 60471 SP; final commission number (G 73571 SP) produced in January 1964



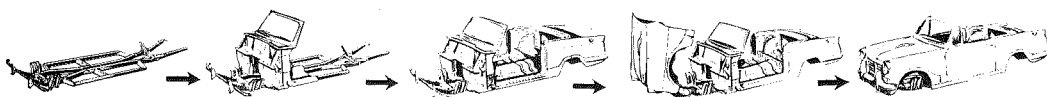
**TABLE 2**  
**948 HERALD PRODUCTION FIGURES**

SALOONS*	76,860
CONVERTIBLE	8,262
COUPÈ	15,153

\*No separate figures available for 948's or twin carb. saloon

#### COLOUR SCHEMES:

Colour Schemes are listed in Table 3; original colours were Coffee, Signal Red, Sebring White, Alpine Mauve, Monaco Blue, Litchfield Green, Black and Targo Purple; Yellow and Phantom Grey were added later. Duotone colours were obtainable as an optional extra on the saloon; the majority of coupés were duotone, although I do have records of some monotone versions. Very early cars were duotoned with white roof and centre panel of rear valance, but with coloured inset panel on the bootlid. Generally duotones were with Sebring White bonnet, side stripes and boot lid; the exception was the black (lower)/Alpine Mauve combination (Table 4). Targo Purple was duotoned only on the coupé.



**TABLE 3**  
**948 HERALD MONOTONE COLOUR SCHEMES**

PAINT COLOUR	TRIM COLOUR OPTIONS SALOON	CONVERTIBLE*
Black	Matador Red, Phantom Grey, Coffee	Matador Red, Black
Signal Red	Coffee, Phantom Grey	Black, Phantom Grey
Litchfield Green	Matador Red, Phantom Grey	Matador Red, Phantom Grey
Powder Blue	Phantom Grey	Phantom Grey, Black
Coffee	Coffee	Coffee
Monaco Blue	Alpine Mauve, Phantom Grey	Alpine Mauve, Phantom Grey
Alpine Mauve	Alpine Mauve, Phantom Grey	Alpine Mauve, Phantom Grey
Sebring White	Coffee, Alpine Mauve	Black, Matador Red
Phantom Grey	Matador Red, Phantom Grey	Matador Red, Phantom Grey
Targo Purple	?	Targo Purple
Pale Yellow	'S'	Black

\* Hood - Black, Sebring White

'S' This colour option is believed to be only available on the 'S'

**TABLE 4**  
**948 HERALD COLOUR COMBINATION SCHEMES**

ROOF & LOWER BODY	UPPER BODY (SHADED AREA)	TRIM
Black	Alpine Mauve	Alpine Mauve
Coffee	Sebring White	Coffee
Alpine Mauve	Sebring White	Alpine Mauve
Monaco Blue	Sebring White	Phantom Grey
Litchfield Green	Sebring White	Phantom Grey
Black	Sebring White	Coffee
Powder Blue	Sebring White	Phantom Grey
Targo Purple	Sebring White	?

Apparently Yellow were 'S' convertible and coupé colours only. Some colours (e.g. Targo Purple) were not very popular and were deleted early in the 948's history. The 948 'S' was available in a limited range of monotones: Litchfield Green, Signal Red, Powder Blue, Yellow and Phantom Grey.

#### EXTERNAL APPEARANCE - FRONT END

**Front Valance:** All one smooth curve and lacking in ventilation slot; the number plate was fitted to brackets on the valance. An 'authorised' replacement was an early 1200 valance with a ventilation slot but without the rubber bumper mounting strip.

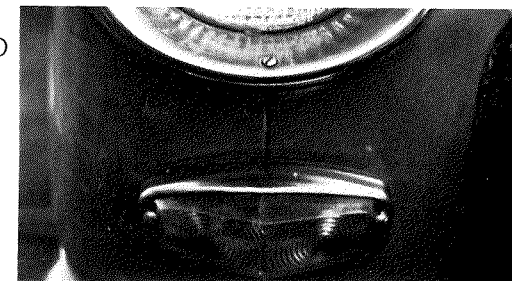


Fig. 5 - Large Side Light

**Sidelights:** Generally the 'larger' units (205526) with separate amber indicators (Fig. 5) were used on 948's. The small sidelights (flasher and sidelamp combined - 206977) are found on later 'S' saloons; early models had the larger unit.

**Bright Trim:** (703851) Fitted around the grill aperture; possibly omitted from some of the last production 948 saloons.

**Bonnet Lettering:** TRIUMPH (1959, 1960); HERALD (from 1961 onwards).

**Headlight Surrounds:** 948's were fitted with chrome surrounds with long (3.8") top points; post 1962-5 1200's had short (3.3") points. The Parts Manual shows an illustration of a flat, unpointed surround but this was probably never used in production.

**Bonnet Handle:** All 948's except the 'S'; also found on some MK1 1200's. A chrome strip (713703) was fitted in front of the handle on twin-carb. cars (Fig. 6).



Fig. 6 - Bonnet Handle



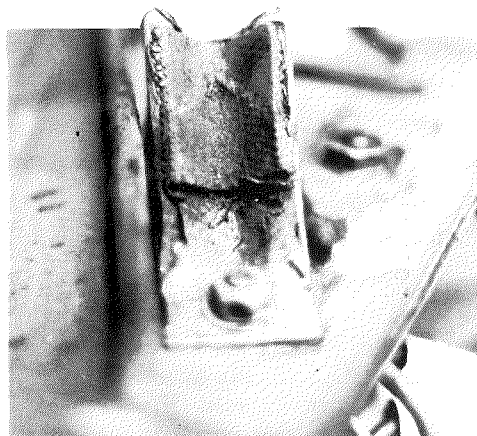


Fig. 7 - V-shaped Bonnet location patch

**Grill Vents:** The grill on the bonnet has both fore, aft and sideways bars. Post 1963 1200's had fore-aft bars only.

**Bonnet Location:** Rubber cones are not used, instead bonnet location is effected by fabric patches. The majority of cars had flat patches; late cars had a V-shaped patch (Fig. 7) from G58648 onwards.

**Wheel Arches:** With prominent 'dogleg' (Fig. 8) at rear. The wheel arch carried rubber curtains (to G15449, Y3565, GY431 - Autumn 1959) which were then replaced by the more 'conventional' metal engine valances.

**Grill:** With the exception of very early (1959) cars and the 'S', the grill carried a Triumph emblem (Fig. 9). Early cars lacked the emblem and the 'S', which had a distinctive grill, had the emblem on the bonnet (Fig. 9).

#### BODY SHELL

**Bright Trim:** Fitted to roof gutter at front and sides (901496 RH, 901495 LH). A one piece front section (803052) was used until G29016, Y1335; a two piece section (804078/9) after this. This bright trim was discontinued in 1961, the 'S' lacked the front gutter and gutter trim.

Fig. 9 - 948 Saloon (emblem on grill) and 948 'S' (on right with emblem on bonnet)

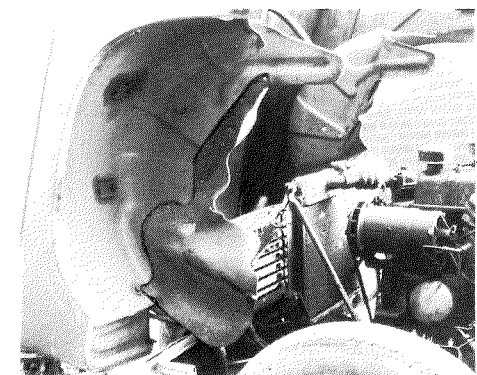
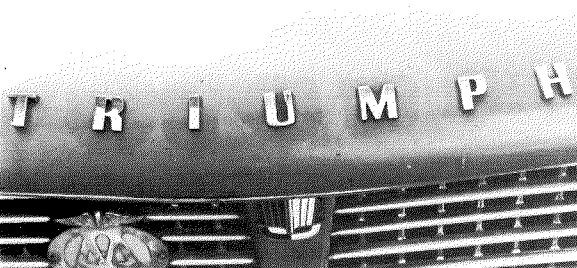


Fig. 8 - Early type inner wheelarch with 'dogleg' and rubber curtain



**Tread Plates:** Single skinned on saloons and coupes, possibly double skinned on all convertibles. This single skin tread plate was equipped with a support angle (607670) for the door seal.

**Door Locks:** Provided on both drivers and passengers door.

**Wiper Blades:** Hooked onto wiper arm and not self-supporting as 1200.

**Screen Wash:** Jet front side arm and not central aperture.

**Roof (coupé):** Originally plain at the rear quarter (Fig. 10), replaced by a ribbed roof (Fig. 11) in June 1960. The ribbed roof on the 1200 does not have guttering extending across the top of a windscreen.



Fig. 10 - Plain Coupé roof.  
(note 'Herald' on side of wings)

#### ROOF AND REAR END

**Trim:** Early cars with one piece 'TRIUMPH' panel above the number plate (Fig. 12); a small recessed light (703829, cover 608857) was fitted. Later cars had a bootlid lettered T-R-I-U-M-P-H and a larger light (128397 as 1200 - Fig. 13). These were fitted from G17507, Y625. The coupé with the early type of bootlid had an angled 'coupé' badge, later cars did not. The 'S' was fitted with a small light (703829, cover 611309) and badged Herald S (Fig. ?) - the TRIUMPH badge was absent.

Early coupes had 'Herald' on the sides (Fig. 10) - crossed flags were used later; convertibles were also fitted with crossed flags.

**Rear Light Trim:** The chrome surround was in one piece of chrome-plated brass on early cars; this was replaced with die-cast top and two side pieces.

**Rear Valances:** Spot-welded on early cars, bolt-on after 1960. Replacements for early cars are bolt-ons - the Workshop Manual giving detailed instructions for cutting out the old ones and fitting new.

#### WHEELS

Silver finish was probably standard, although I do have a record of one car with black finish. Wheel trims (rim bellishers) were available (501655).



Fig. 11 - Ribbed Coupé roof



FIG. 12 - Early boot lid



Fig. 13 - Late boot lid



Fig. 14 - Herald 'S' bootlid



## OPTIONAL EXTRAS

A rubber bumper kit (front 560679, rear 560680) was available; white rubber bumpers were never standard on 948's. A starting handle kit (119690) was also available; the owners had to cut a hole in the front valance, this was covered with a plate (600400 plain bumper, 705156 rubber bumpers). A reversing lamp kit (502251) which worked off the gearbox was available as was a Wilter towbar kit, alloy exhaust pipe extension (509358), locking petrol cap (603146), radiator blind (508713), exterior sun vizor (559930), badge bar (559931), roof rack (560071) and wing mirrors (502459 - pair)! Chromed bumper covers were commonly fitted but were not a Standard-Triumph package.

## INTERIOR TRIM AND FITTINGS

The trim materials used in the 948 partly reflect the fashions and materials available in the later 1950's. Grey foam rubber instead of synthetic foam was used in the upholstery padding and there is a greater use of grey plastics than on the 1200 and 13/60 Heralds.

**Dash Knobs:** Grey with white lettering; words and not international symbols were used. The dash knobs were arranged side-by-side (early '59), the spread in a 'semi-circle' (late '59 on) - Fig. 15. The turn indicator warning light was orange (1959), then green.

**Dashboard:** Made of branboard and finished in 'Porterfleck' on 1959 cars. A bright metal finger panel was added a later 1960 (Fig. 16), probably to strengthen the choke area. The cubby shelf surround and ashtray were white; a lockable door was fitted to the cubby shelf on twin-carb. cars. The 16" diameter steering wheel indicator cowl and horn push were grey.

**Gearlever Knob:** Pearshaped and off-white. Grey sphere on 'S'. Grey gaiters to gearstick and handbrake.

**Speedometer:** White (see Fig. 16); twin-carb. cars with white fuel and temperature gauge (Fig. 17).

**Map Holder:** ('chip basket') - grey at passengers knees (Fig. 15, 17); not found on the 'S'.

**Sun Vizor:** Centre mounts only to mid-1960, then with mounts at outer ends as well. Vizor not padded.

**Rear Seat:** Hinged forwards (Fig. 18) on all except the 'S' saloon. Optional rear seat in the coupé.

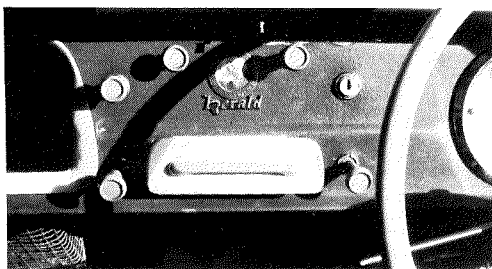


Fig. 15 - Dash with controls in semicircle. (Note 'chip basket' to left, 'open' cubby hole and white speedo.

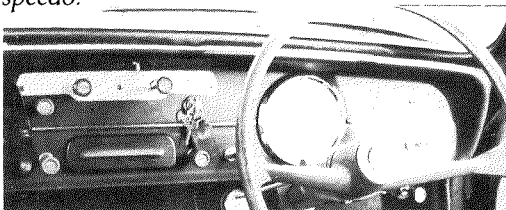


Fig. 16 - Dashboard with metal finger panel.

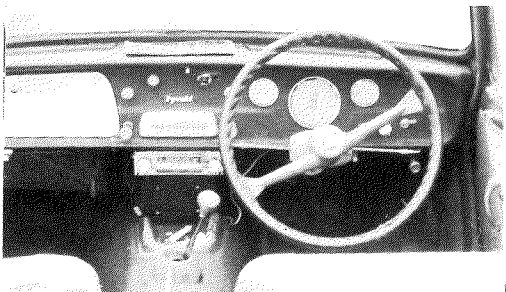


Fig. 17 - 948 Convertible with 3 gauges, locking cubby hole cover and "chip basket"

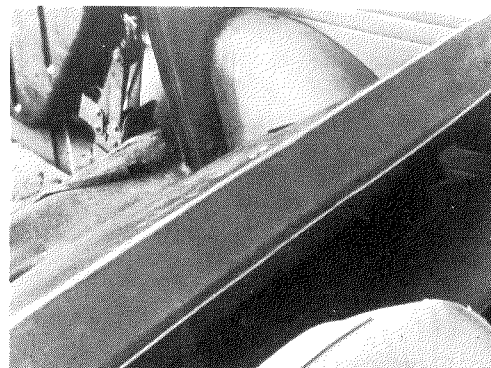


FIG. 18 - Saloon rear seat in hinged forward position

**Door Trims, Seats etc:** Colour to compliment paintwork (Tables 3,4). Seats with white piping on edge and pleats running across and not up and down (as 1200) the seats (Fig. 19). Door trims two-tone with white band at top. Elasticated map pockets on door trims of twin-carb. cars. Esculcheons and winder knobs white. Trims had pull straps for door closing in early 1959; replaced by chromed handles later that year.



FIG. 19 - Seat upholstery and two tone door trim

**Carpets:** Clipped at door only (1959, mid 1960), later cars used bright metal strips as 1200. Herald 'S' with rubber mats in front footwells. Carpets as Tables 3,4; on later cars possibly replaced by grey only.

**Drain Plugs:** Early cars with white polythene plugs in floorwell etc., changed to black rubber in 1960.

**Jack Mounting:** (Fig. 20) Fitted in boot near petrol tank (NS) in early 1959 cars, later fitted to OS to rear of wheel arch.

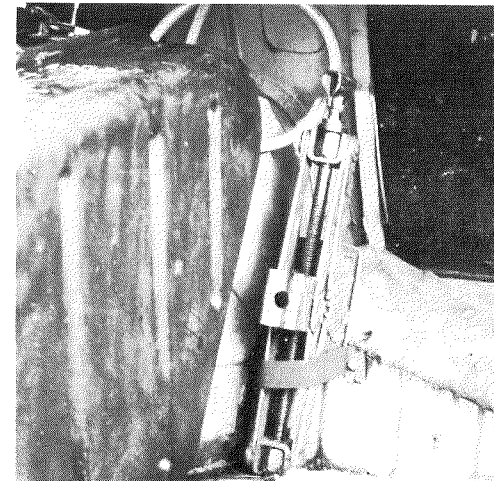
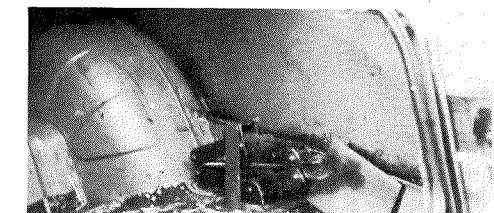


FIG. 20 - Jack mounting (early condition above)



## OPTIONAL EXTRAS

Leather upholstery or cloth inserts (export); radio, padded rim vizor. Temperature gauge for single-carb. cars. The leather was an optional extra on the 'S'. A walnut veneered wooden dash kit was offered for all models with matching trims for ashtray, doors and cubby hole in dash.

## CHASSIS AND MECHANICS

Some of the features engine to 948 Heralds represent carry-over items (e.g. engine, gearbox and differential gears) from Standard 8's and 10's. Others were due to misjudgements in design details or cost-cutting. While these latter items are of interest from the point of view of originality, 948 owners should be aware of some of the weaknesses, e.g. lower wishbones with nylon inner bushes! Such items were designed out of the cars fairly early on in the production run.



## CHASSIS

Similar to the MKI 1200 with 3 inch deep centre chassis rails and the riggers to the bonnet bar running parallel. The front outriggers had an open inner face. There is no support crosspiece between the rear damper top attachments and there is a hole in the chassis rear member to take the 3-part exhaust system. The majority of body mounting points are similar to later 1200's except that there are 3 points each side in the boot; one each side under the rear seat and none to the top of the differential mount.

A stay bracket was fitted to the chassis and gearbox as a retrofit on some 948's; this was to minimize vibration on the overrun.

## ENGINE COMPARTMENT

**Bonnet Electrics:** Unplug at a junction box bracketed to the front grill panel (visible in Fig. 21).

**Radiator:** Full width with steel cooling fins; attached with V-bracket if engine valances not fitted (Fig. 21).

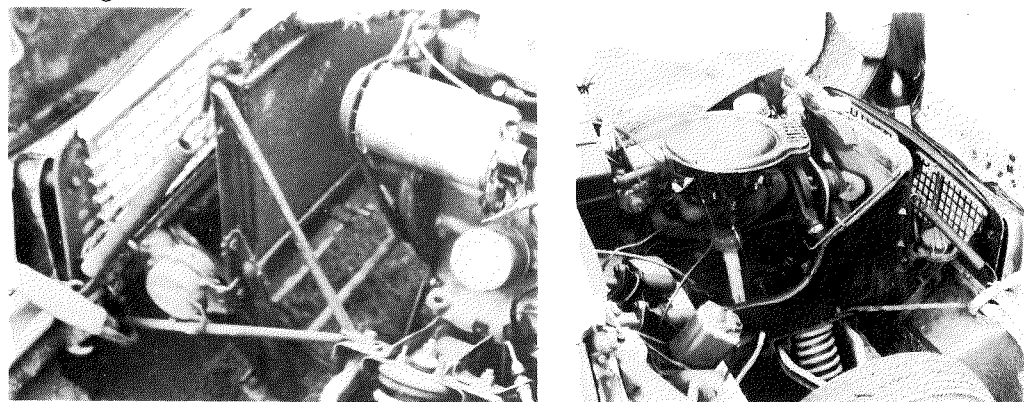


FIG. 21 - Left - early radiator attachment (electrics plug just visible on left of grill) Right - radiator attachment with engine valances. Note lack of 'dog leg' on wheel arches (compare with fig 8)

**Steering Racks:** Held to chassis by aluminium mountings.

**Engine Mounts:** Below the front plate of the engine; front of U-bolt common to steering rack mounting.

**Master Cylinders:** Fitted with small rubber dust seals on 1959 cars; later larger rubber 'boots' fixed onto bulkhead (Fig. 22).

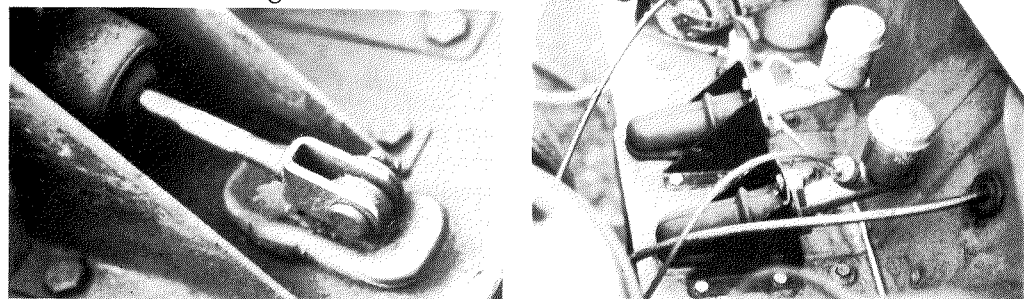


FIG. 22 - Master cylinder rubbers - early type on left, later type on right

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**ARTHUR STREET. REDDITCH, WORCS B98 8JY** ☎ REDDITCH (0527) 20605

**Accelerator Cable:** Metal sheathed with bare wire below bulkhead clipping to floor bracket; later with a guide tube (G44477 +, Y10402 +) as cable to pedal attachment. The cable on the majority of 1200cc cars clips to the top of the pedal.

**Carburation:** A typical oil-bath type can be seen in Fig. 21. On twin-carb. cars a metal duct connected it to the carburettors. Some export cars had an underslung oil-bath type and paper element filters may have been fitted to some export twin-carb. cars.

#### TRANSMISSION

**Clutch:** 6¼ adjustable (to late 1960), then self-adjusting. Splines as 1200 cars.

**Bell Housing:** Integral casting with gearbox to early 1960 (G3100), then separate iron box casting as 1200. The early type was apparently from the Standard 10, differing only in the mountings. Gearbox non-synchro. on bottom gear; G-prefixed.

**Differential:** Ratio 4.875:1 (single-carb. - as Standard 8), 4.55:1 (twin carb., as Standard 10).

**Half Shafts:** May lack water flinger (1959). Grease cap on end of halfshaft (also early 1200). Grease plug faces rear wheel (1959) or differential (1960 on). No tensioner spring from handbrake to rear brake back-plate on 1959 cars.

#### FRONT SUSPENSION

**Disc Brakes:** Optional extra from 1962 only?

**Vertical Link:** 4 bolt vertical link (also early 1200).

**Lower Wishbone:** Lacks crosspiece on 1959 cars, nylon not rubber bushes in inner sleeve (to G8806, Y2244). Early trunnions without metal dust shields.

**Front Springs:** 15 turns (205543) or 13½ turns (206241), rated at 125 lbs/inch to G3037, Y700; then 9½ turns (208056 as 1200) rated at 204 lbs/inch.

#### OPTIONAL EXTRAS

Telaflor dampers, twin carbs. (for 'S'); GY saloons had twin carbs. as standard; metal valances if not originally fitted.



Whilst driving around one Saturday afternoon, I spotted a rusting Herald in a field next to a house. I asked the owner if I could buy it and it was purchased the following day. It cost me £60.00, which included a brand new hood cover, tonneau cover and Workshop Manual (which proved very useful).

The car was transported home and I immediately got to work. It had been standing for about ten years but with petrol and a battery it started straight away and the clutch had not even seized!

JWK 97E was stolen about thirteen years ago and was an insurance write-off. It was bought from a car dismantlers but was never repaired. The bodywork looked very bad but, thanks to the Herald's condition, many parts were easy to repair. I rebuilt it totally myself, including welding and spraying.

I completed it for May 1986 and took it to my first event in the Potteries. I had a good day out but on the return trip, I went through a set of red traffic lights and was duly booked and fined. I later went to the 'Leicester Splash' event and, to my surprise, won a lovely trophy for the Best Herald. Since then I have been trying to get the car up to concours standard. Incidentally, the registration was changed to KAW 831E because DVLC had no record of

## Birthday Build

In 1984 it was my 21st birthday and I decided that I would buy a car to restore. My mind was open for choice but a convertible would be nice.

Daniel Jones

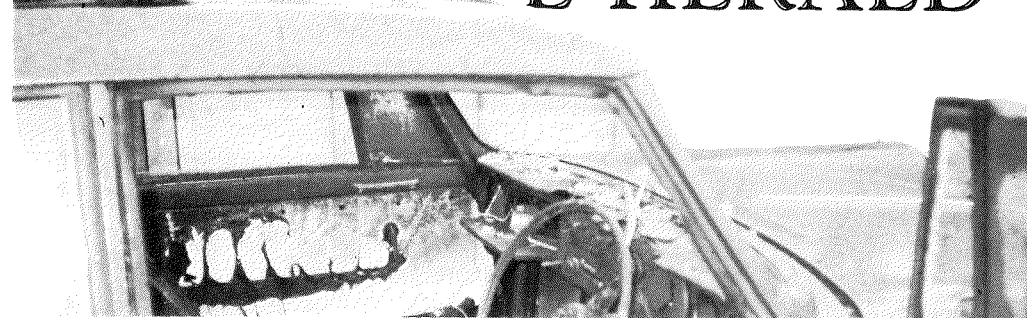


the car. The registration took as long to get as to rebuild the car!

**HOT TIP:** the white rubber bumpers can be made to look like new by rubbing them down with emery paper and soapy water.



# DEATH OF HARRY THE HERALD



## OR THE RISE OF PHIL THE PHOENIX

By Colin Bratt, Nuneaton

"You've murdered Harry", cried Cheryl when she heard that her prized Herald 12/50 had been gutted by fire whilst dad was out driving it.

The story started when Cheryl was 18: "What do you want for your Brithday?", she was asked. "A car like Mark ....", (her big brother) was the reply " .... but I want a Herald". So, eight months later, we found a nice one which only wanted a set of disc pads to pass the MOT. From then onwards it was all wine and roses, until that fatal day in May 1986, when it caught fire.

Two fire engines and three police cars later, it was a mess; no seats, no dash, no sunroof and no front or rear screens, plus dad who was too frightened to go home and tell Cheryl. Eventually, dad crept home where he was duly accused of Hairy's murder by Cheryl. A couple of hours of

tears and a silent Sunday dinner later, dad announced that he "had the technology to rebuild Harry". "Are you sure?", asked mum. "Of course!" replied dad. "I know you, you start something and you never finish it", retorted mum (she was talking about decorating the house).

So, after the man from the Insurance Company had seen it and told us we could keep it because it would save him having to get rid of it, we stripped it out. We took off the roof, cleaned up the interior and repainted it. The roof went to Bill Bowler of Coleshill Road, Nuneaton for a new headlining and dad and Mark went to the scrapyards for parts for the interior. We got all the parts we needed at

very reasonable prices from Crabmill Auto's, Rowleys Green, Coventry and Windmill Auto Salvage, Bayton Road, Bedworth (both half a minute off Junction 3 of the M6). Then came the problem: the sunroof. Everything sofar had been easy to get but not the sunroof. Many scrapyards later and a dented front wing on mum's Dolomite, we hadn't even seen one. No sunroof and we couldn't even start to put the interior in because we were working outside on mum's patio (Mark's GT6 bodyshell is in the garage).

Joy, Oh Joy! One day in Practical Classics magazine 'bits for sale', was a Vitesse roof, complete with sunroof. We 'phoned Middlesbrough,

agreed a price, sent off a cheque and duly received an immaculate sunroof.

Whilst Mark and dad were doing the interior trim, we called in a friend, Alan (supervised by his wife, Alma) to rebuild the engine. This proved quite easy as all the parts were readily available from John Kipping. Only one slight snag with the engine build but I won't mention the Dolomite shell bearings - John.

The interior trim assembly was straightforward with no problems at all (dad worked at Canley until the Jap Job arrived at Cowley) and finally it was all systems go. But they didn't go ..... panic sets in. Ignition lit up, all electrics worked, but the starter wouldn't turn. Panic ..... and a hasty 'phone call to an old school chum, Dave (we used to sit at different desks together), ex-Canley electrical snagger. He had the answer without putting the 'phone down. He suggested that we check the thick, brown wire from the control box to the starter solenoid. I did and found that it was duff. I renewed it and tried again. BINGO! it worked. Cheryl's Herald had risen from the 'great scrapyards in the sky'. Another word about Dave; he passed by when the car was burning and I was inside trying to beat out the flames and rip out the interior. He had shouted to me "Get away and 'phone the Fire Brigade", which I did just as the windows exploded with the heat ..... thanks Dave.

Now everything was working, dad took it to work



and resprayed it. Then it was MOT'd, insured, taxed and back on the road again on 1st November, 1986. So, just like the rebuilt city of Coventry, Harry the Herald rose from the ashes to live again.

**FOOTNOTE:** Why did the fire start? The car picked up a

piece of rag which stuck to the exhaust pipe. This caught fire and burned through the gearbox cover. It then flashed across those furry stretch seat covers in half a second and the whole interior was alight. Dad has now forbidden the use of

furry seat covers - be warned!



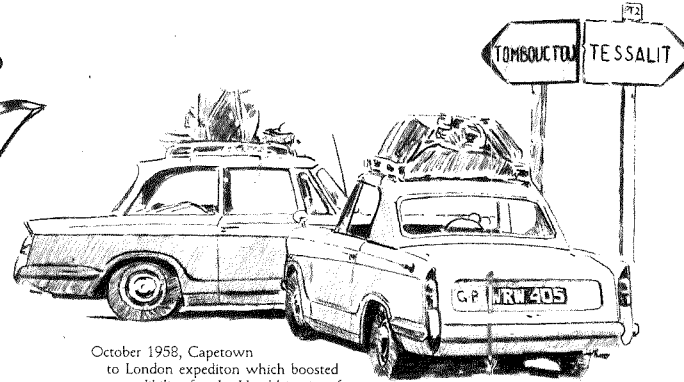
Copies of this Poster printed at its full size of 12" x 16" ARE NOW AVAILABLE from the artist. The Poster is of fine art quality reproduction on a cream background and is offered unmounted. Hopefully a must for any Triumph Memorabilia collection.

ALL ORDERS TO: Badger Graphics, 25, SPRINGBANKS WAY, MEREFIELD, NORTHAMPTON, NN4 0QA.

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# Herald

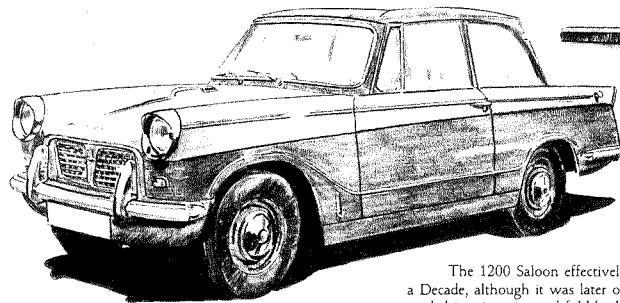
## THE EARLY YEARS



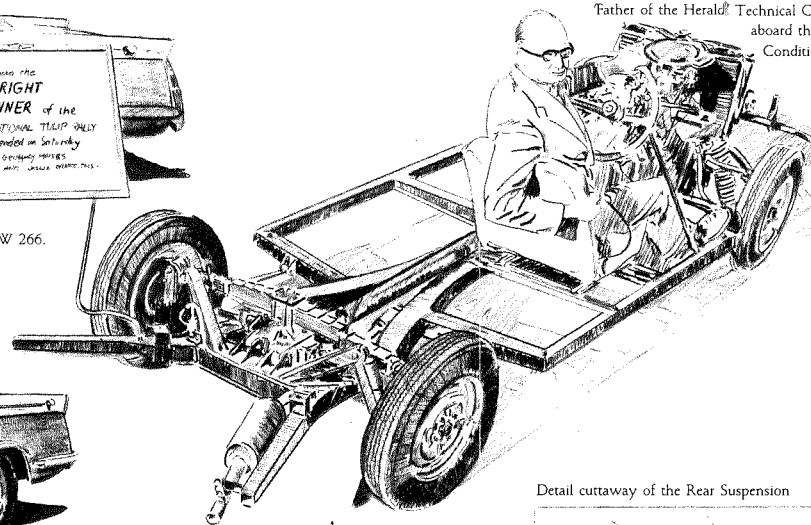
October 1958, Capetown to London expedition which boosted credibility for the Herald in time for its Launch at the Albert Hall; London 1959.



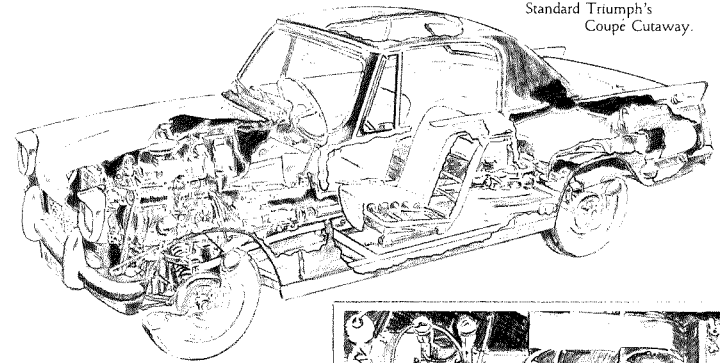
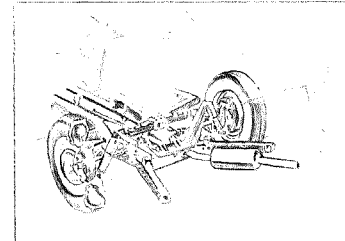
Geoff Mabbs Winning Coupe of the 1961 Tulip Rally. A 'Tactical' victory provided by 'Tiny' Lewis withdrawing the works car YRW 266.



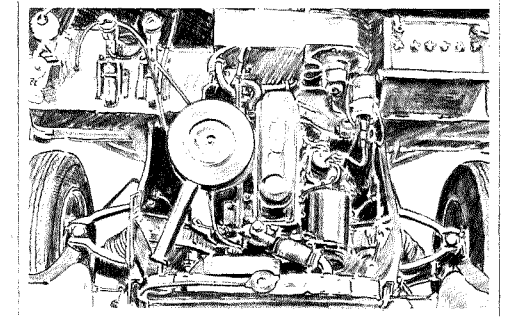
The 1200 Saloon effectively unchanged over a Decade, although it was later offered as the 1250, with upgraded interior trim and fold back sunshine roof as standard.



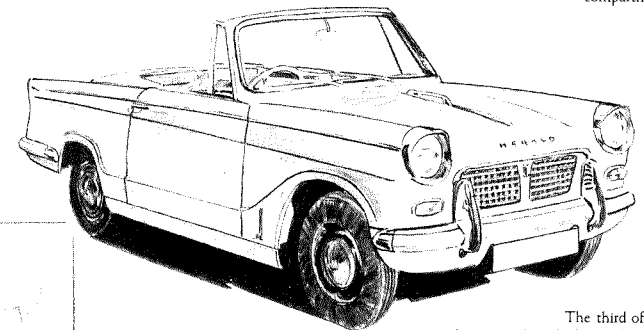
Detail cutaway of the Rear Suspension



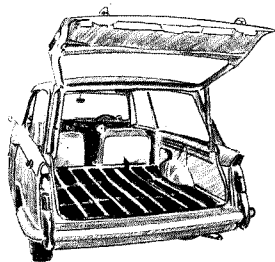
Standard Triumph's Coupé Cutaway.



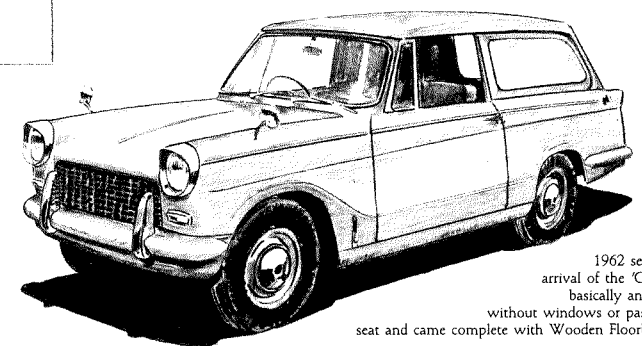
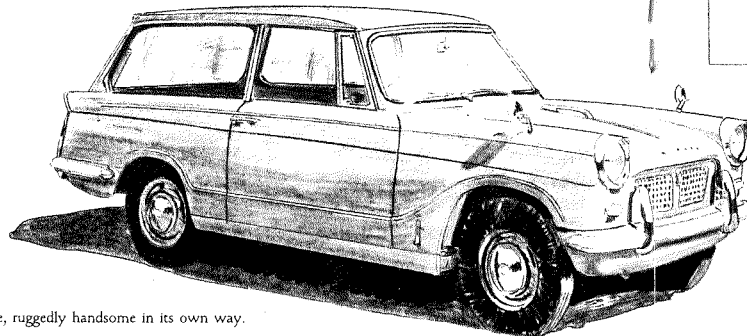
Birds eye view of the Herald 1200 Engine Bay, now with pressed steel side curtains to the compartment itself.



The third of the Herald derivatives launched was the Convertible, originally powered by the Coupé Specification Twin Carb Unit, but later available in the 1200 format.

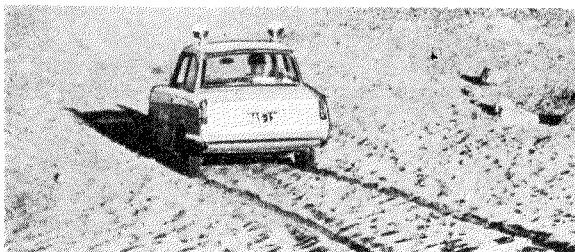


The extremely practical 1200 Estate, ruggedly handsome in its own way.



1962 sees the arrival of the 'Courier' basically an Estate without windows or passenger seat and came complete with Wooden Floorboards.





Rocky outcrop - a sample of the rough going in the far north-west.



## SETS NEW ROUND — AUSTRALIA RECORD

48 m.p.h. average for 8,965 miles

Two veteran Round-Australia drivers with a standard Triumph Herald saloon have just completed a gruelling Round-Australia run in 185 hours' driving time, at an average speed of 48 m.p.h. for 8,965 miles, as mentioned briefly in last week's issue. Total time taken for the run was six days less than previous Round-Australia trial times. Average fuel consumption for the trip was 35 m.p.g.

The drivers, Jack Thornton and Evan Green, stated on their return to Sydney that they had never known worse conditions.

The only modifications to the Herald were an additional fuel tank to increase the driving range, a lie-back passenger's seat and twin roof-top spot lamps.

Following an easy run north to Townsville along mainly bitumen-sealed roads, the Herald first struck typical outback conditions on the road inland to Mount Isa. Corrugations

Right: Outback scene as a team of horses returns to a cattle station after delivering a "mob" of cattle.

Left: Jack Thornton gets on-the-spot information from an aboriginal truck-driver.



continued unceasingly for many miles, one foot apart and with a depth of 4 in. On the rough road between Cloncurry and Mount Isa, 30ft deep spoon drains and dry creek beds added further strain on the suspension, but the Herald continued without trouble. After the high-speed stretch from Mount Isa to Darwin, the crew continued westwards towards Wyndham.

Heat was another problem - at Turkey Creek the temperature reached 140° inside the Herald. "Though we were dehydrated," said Thornton, "the engine gave no sign of overheating."

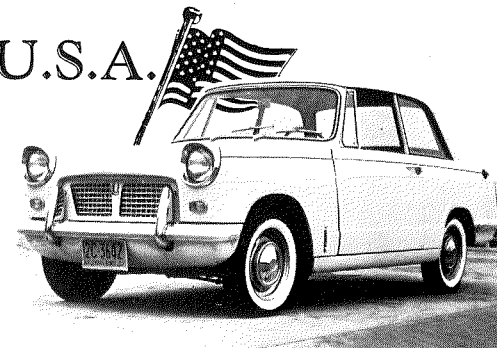
Beyond Derby and near to Port Hedland in West Australia, the track was not only badly cut about, but also littered with rocks. Trucks working on the western end of the Woomera rocket range, mainly responsible for the conditions of the track, lay abandoned where they had broken down or were bogged in sand. For the last two hundred miles to Carnarvon, the Herald had to be driven through a sand storm.

Following Perth, the Nullabor Plain run of 1,743 miles was traversed in 34 hours at an average of 51 m.p.h.

On 30 October, only 12 days after their departure, the Herald and its two crew members returned to Sydney. During the trip only two stops were made for routine maintenance. JOHN GOODE

## DRIVING IN THE U.S.A.

By Peggy L. Tiffany  
- Illinois, USA



The 948cc Herald saloon can be a delightful little car here in the States - for driving around town and short distances. People stare and sometimes ask "What is it?", others just point ..... and laugh, an occasional passer-by states "I used to have one of those - great car!"

No, it's not the usual auto seen here, but very special none-the-less. The trunk has plenty of room for a bale of hay, a month of groceries and the dog food. Take the family along - ample room for five adults. The auto will overheat with all that weight but turn the parking lights on and the temperature gauge will remain at 'C'.

Ah, yes, Lucas, 'The Prince of Darkness' has many faults, as any Triumph owner knows. A rough set of railroad tracks can cause the engine to turn off and refuse to be re-started, a little water will end all 'dimes' on the headlights, and the positive ground prevents jump starting with a conventional American car. Lucas has even caused an under-dash fire, melting all hope of an authentic wiring harness.

But not to worry, parts can be ordered from Herald's mother country! Expense is minimum but the time factor is outrageous. It must be a slow ferry (air freight is quite expensive) as it took eleven months for an exhaust system to arrive. Generally though, two to four months and the Herald is on the road again. Unless, of course, the throttle cable breaks, then a hardware store will supply a bicycle cable for 89 cents.

Long distance rides (over 500 miles) tend to be tedious and painfully hard on the kidneys. The seats lend little support to the back, after seven hours of steady driving it can be difficult to walk. Add a little water and fuel every 150 miles or so, and oil less frequently, and the vehicle is quite steadfast. It will hold a steady 55 (speed limit here) but an English visitor has complained, "I can't get it over 70". The mountains will slow it down to a crawl on the 'up' side, barely keeping up with the grinding semis. And watch out going down - those semis tend not to see a small car.

There is an owner over here that installed a V6 engine under the bonnet. Perhaps a good idea for driveability, plenty of room too. Many hard hours and some Rule-Golbeig's and that Herald is quicker than most small cars on American roads. With a set of TR6 seats and rear end modifications it is even comfortable for distances. But only the shell is true Herald.

Winter driving is interesting, handles nicely in fact but wear warm boots and a heavy overcoat, as the heater lends little warmth. And do carry a spare battery and/or a long chain, especially when temperatures are expected to dip below zero, unless the plan is to stay at the destination until warm weather arrives! The salt over the roads will cause that painful zinc oxide cancer, mostly to the under-carriage and lower body joints - another job for Spring. But don the ski racks and head for the hills .... and maybe .... head home.

An authentic 948cc Herald saloon has won first place in the North American Triumph Challenge Rallye (time-speed-distance event). All attending were amazed due to the fact it was competing against all other models of Triumph. For slalom it will place first against 'classical' models - the rear wheel may leave the pavement, the door fly open, or the carb. cut out, but fun none-the-less. In concours Heralds are known to compete with the Stag and 1800 Roadsters - and will undoubtedly loose!

For price, they range anywhere from \$500 to \$5000. Some folks don't know what they are selling, others think they have a rare vehicle. The average price is \$3500 (approx. £2,300) for a presentable, driveable Herald. Most owners will state, "I wouldn't sell mine for that", while never-owned-one people claim "You couldn't pay me enough to take it!"

Many people poke fun at the Herald and it's idiosyncrasies - but only those who have never owned one. It becomes part of the owner, a love all of its own. There is nothing quite like it and the hours of labour bond the owner and car together. It may not be as physically nice or mechanically sound (for that matter) as the other Triumphs but by far the most intriguing. For without it what would the Spitfires have become?

There's obviously a market for Heralds in the States still, excellent 948 saloons barely **Comment:** fetch £500 (\$750) over here. I believe that the reference to Lucas - Prince of Darkness refers to Joseph Lucas, supplier of auto electrical parts. Lucas have a very poor reputation in the States judging from articles I have read in various US car magazines! But what is a Rule Golbeig?

Chris Longhurst

# Henrietta Herald

By Mr C R Taylor - Wetherby, West Yorkshire

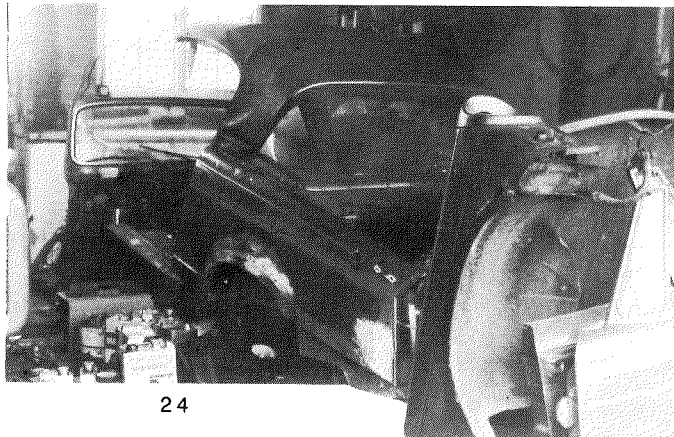
It was some time early in 1966 that a Conifer Green 1200 convertible left Canley and went to live with Jean Ballard at Mortimer's Cross Garage near Leominster. After nine months, she moved on to Ludlow and later to Hereford with a Christopher Powell, who kept her until 1971 when she was sold via a dealer in Gloucester to my father.

Mileage was a not entirely credible 15,000; she no longer had her original engine, and the replacement was in need of a decoke. Still, she ran nicely and looked super, so £385 (a little over the odds) changed hands and Henrietta came into our lives. Used as a second car, she was enjoyed by all, especially in the summer sunshine. Her dependability and undefinable character soon won her a place in our affections (one reason why she is still in the family today). Despite a new hood and tonneau, she lived in a nice, dry garage while Henry, while a Laurel Green 2000 MKI had to live outside. I suppose you could have called us 'Triumph Mad' in those days: my father had had a 948TC saloon in 1959 which, after the usual rear axle problems had been sorted out, performed admirably and was kept for six

or seven years. My uncle owned in turn a 13/60 convertible, a Spitfire MKIII, a GT6 MKII and MKIII, and a 2.5PI. Those were the days! Can any manufacturer offer a range with such character these days?

In 1973 we all moved north to Yorkshire, and salty winter roads. As the years went by, Henrietta started to show her age, though she continued to be as reliable as ever - on one or two occasions even coming

to the rescue or standing in for her more modern and expensive stablemates who were of German origin! In the course of time she received a new clutch, steering rack, water pump, differential, new sills and patched bonnet edges, while the chassis was 'welded' several times. By the end of 1979, after a period as the sole family car, she was no longer needed and as the patches on the main chassis rails needed patching again and the engine



had developed a tendency to run on three cylinders, she was taken off the road.

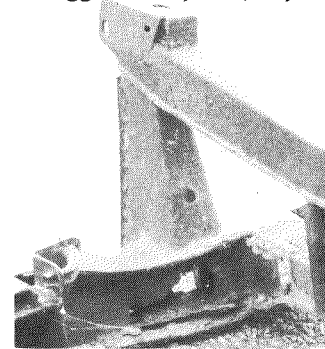
I was then 17 and decided to take Henrietta over. At first I thought a little titivation (fibreglass and aerosols) would be sufficient, along with a head overhaul. BUT, when I discovered the true state of the chassis (a truly horrifying and depressing operation) it was clear a new one was needed, and I embarked on a full-scale rebuild. Steve Little in High Wycombe sold me a rust-free Vitesse MKI chassis for £25. It had been involved in an accident but was not twisted and having been undersealed from new, was an excellent basis for a rebuild. It needed a new front outrigger and side rail, both of which made good use of my newly acquired 18th birthday present - an arc welder. I also fitted the front extensions and cross-tube from the 1200 chassis to replace the bent Vitesse front end. It was then treated to nearly two gallons of Waxoyl inside and out; 18 months later it was still creeping in the main rails!

It took me just a week, single-handed, to strip the car right down. With rather less brutal methods reassembly was to take rather longer! The body sections and mechanics were stored in the garage while the new chassis waited patiently outside. Two problems arose over the next 2½ years: a lack of finance, which meant making up my own repair sections and the fact that the standards I set myself got higher as work progressed, so not only did



some jobs get done which I hadn't foreseen but other 'repairs' were later stripped out and done to a higher standard.

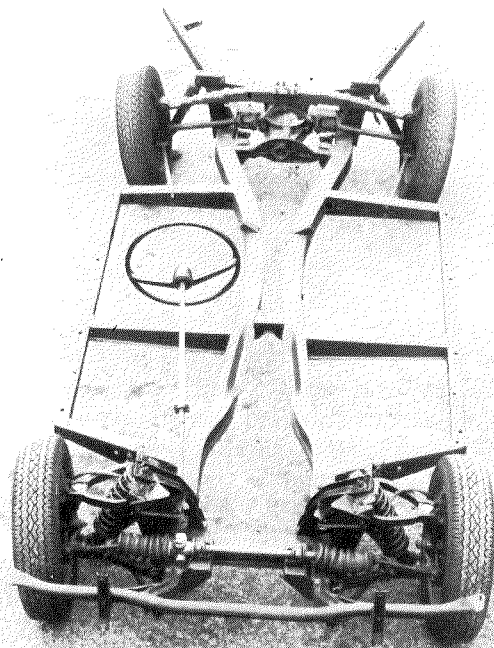
The engine received a new set of std. shells, recut valve seats and a new timing chain. Everything else was in fine fettle, so I left well alone. New rack gaitors, trunnion bushes and upper ball-joints sorted the front suspension out, while the rear spring was dismantled and de-rusted. New rear brake cylinders, skimmed drums, new pipes and hoses saw the chassis ready to roll. The body took a little longer as virtually all the mounting points had to be repaired or replaced. The edges of front and rear floorpans on the centre outrigger, treadplates, B-posts



and boot sidewalls all received new metal and the rear seatpan was replaced with an enormous sheet of 1/16th inch galvanised steel - fitting that was fun!

Structural repairs complete, it was time for reassembly which proved to be most satisfying. Most of it was done single-handed with the aid of a borrowed block and tackle hung from the garage roof beams. 1983, with the car back in one piece, but still looking a little scruffy, I joined the TSSC and the worst happened!! I decided I wanted the car on the road and the 'restoration' ground to a halt. 24,000 miles later she is still awaiting the new front wing and two rear wings and door skins and respray I'd planned at the outset. Actually the front wings came from a Citroen friend who found an accident-damaged bonnet in a garage clearance sale - all damage in the centre section and already in Conifer Green! The rear wings came from a lovely crashed 1961 1200 saloon in a scrapyard which was perfectly sound and





thought I was mad repairing the engine, advising a secondhand 1296cc unit but the repair only needed the crank removing, so it was quite easy and I knew that the rest of the engine was in excellent condition (160 psi compression), which was something I could not guarantee in a 'new' engine. Then in December 1985, half-way between Oxford and Leeds, she broke down; the first time since 1971 (discounting a flat battery one night) but a big one! Without warning she ripped the centre out of her clutch plate as a result, apparently, of a slightly bent engine end-plate (the clutch was on display in John Kipping's window until recently). I had to call

complete with inner arches and B-posts. Four 'new' panels for £40!

In the last three years she's had a new hood and I've re-carpeted the interior; never again will I ever try carpeting the gearbox tunnel!! On the mechanical side I've fitted new brake discs, 13/60 callipers, new propshaft UJs, rear dampers and a front wheel bearing. Henrietta has also survived two disasters: Number 1 - within 16,000 miles she wore out her new thrust washers and dropped them in the sump, resulting in a damaged crank and block - NASTY! Secondly a Metro 1.3 washer in a brass seating attached to the rear main bearing cap solved that problem nicely but it meant a third set of shells on the still standard crank! Some people

upon the services of an excellent mobile mechanic in Coventry, Geoff Mabbott, to get me out of the fix; the first time I've not done a job myself.

Now, with an indicated 76,200 miles on the clock, she could really do with a gearbox overhaul and a rear wheel bearing but she still runs as sweetly as ever, up to 41 mpg and an indicated 100 mph downhill or 90 on the flat - not bad at 20 years old. She is driven hard most of the time, but seems to thrive on it. With

the promised new panels she would be in A1 condition but I enjoy driving her too much to contemplate taking her off the road for long enough to do the work! One day! While Henry is now sadly dead, Henrietta has some new friends: Hermione, a 13/60 convertible owned by a friend in Oxford and Lavinia, my mother's 'new' 1966 Vitesse 6 convertible. They're all Conifer Green and look splendid lined up together!

A few worthwhile modifications: 13/60 callipers as these give slightly better braking and pads are easier to find. Remove the fan: I've fitted hardboard 'wings' (like Spitfire) each side of the radiator to improve the airflow and I have no overheating problems. There is also better fuel consumption and it is SO much quieter! Fit a 12/50 manifold and downpipe, keeping the same carb. and silencer. This improves breathing quite a bit, gives slightly better mpg and cruising at 70-75 is much less strained. Fit a diaphragm-spring clutch. This provides better grip and easier parts supply. I've raised the rear spring slightly and use 155/13 Goodyear Grand Prix S tyres at the back and I've no complaints about the handling at all. Fit rear fog lamps .... it's nice to be seen in time! I've also added extra foam to the front seat backs for better 'lateral location' and lumbar support.

Happy Heralding to you all!

# ANOTHER HERALD



## SAVED

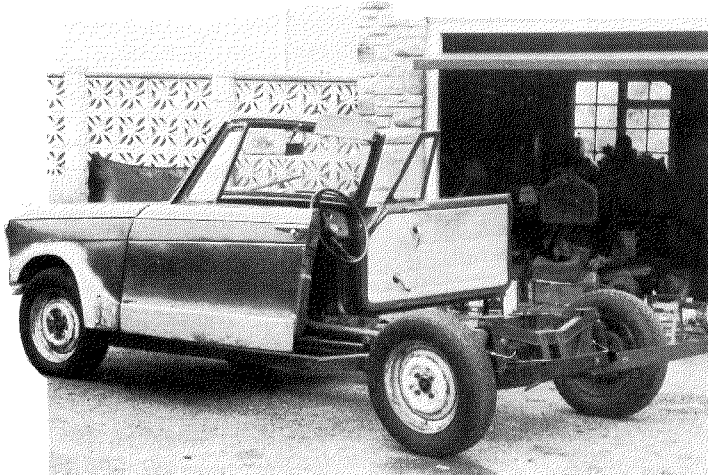
By Mr Wotherspoon - Blackburn

I first saw "Emma" in January 1985, whilst picking up a much prized, unused Stanpart front valance for my Herald 1200 convertible. There, at the bottom of the driveway, was a somewhat forlorn looking early model Herald. I naturally asked if I could take a closer look and found that the car proved to be a 1961 model 'S'. John Hall, the owner and TSSC member, explained that he was moving from Lancaster to Yorkshire and the 'S' had to go! So far all attempts to sell it had been surprisingly unsuccessful considering the asking price, so it looked like the scrap heap for this one.

Then he told me that if I was interested in the car and could pick it up before he moved, that I could have the car for nothing!

This, however, caused a slight problem: where could I put yet another Herald? As I still live with my parents, my collection of old cars is something of a sore point! The best I could find was an open compound behind a friends

garage. It was secure although the guard dogs and the distance from home meant that no work would be carried out on the car. It would be some ten months before I could get the car home and start work on it, as my work space was occupied by a recently acquired Bond Equipe 2+2. In the meantime I was able to pick "Emma" (as the 'S' has become known) up from



Lancaster within the required time. The trailer was free but a puncture and petrol added up to £14.00 - still the cheapest car I had acquired!

I finally managed to get Emma home just before Christmas 1985, intending to have the car on the road early in 1986. I began thoroughly inspecting the it in order to list the faults that required attention to make the car roadworthy; the main problem was the brake pipes and slave cylinders which were all corroded. The chassis was in quite good condition, only one outrigger needed replacing and the main rails were sound. The drivers side footwell was almost non-existent and the area around the rear roof pillars was badly corroded. Finally it was decided to replace all the wheel bearings and the universal joints, all of which showed wear. On the good side, however, the interior was in excellent condition complete with the rubber footwell mats, (unique to the Herald 'S'). The dash too was original apart from a later black-faced speedometer. On opening the boot, the original, white-faced one was found which, according the the records that came with the car, had been removed in March 1971 and must have been in the boot ever since! As with many 948's, the original engine had been swapped for a later 1200 unit at some time in the past.

The records that came with the car showed its history from almost new, with receipts and MOT certificates etc. Emma was originally registered 557

BBC and sold new by Newton and Baker Ltd. of Leicester to a Mr Palmer, who kept her until 1970, when she was passed on to Mrs Palmer. In 1977 Emma was sold to a Mr Dyer of Reading. He sold the original registration in 1980 and Emma became JTF 193B. Later in 1980 Emma came north with a Miss Preston of Lancaster who ran her until April 1983, when she failed the dreaded MOT. Later in that year Emma was bought by Mr J Hall, a TSSC member in Lancaster.



Work began on the car during the winter of 1985/86. The interior was removed and the chassis was welded up. Next all the suspension and brakes were removed along with the propshaft and diff. All the wheel bearings and universal joints were replaced, as well as the whole brake system (Note: the Herald service booklet recommends that all brake seals should be renewed after 36,000 miles or every 3 years!) with new slave cylinders, pipes and hoses. The gearbox, diff. and rear spring were replaced with good, secondhand items but new front suspension units, trunnions and bushes were used (new rear trunnion bushes were also fitted). The engine

was altered using a modified 948 front plate as the engine mountings had been fouling the steering rack; this was also replaced with a reconditioned unit and new track rod ends.

At this stage I decided to give Emma to my Fiancee, Janet, in order that she could use the car whilst at college in Liverpool. Bearing this in mind my current financial situation, it was decided that only essential repairs would be carried out on the bodywork. The drivers side footwell was repaired using a secondhand one laboriously cut from a wreck on a scrap yard - the owner of which thought I was mad (Janet would be pleased to give a second opinion confirming that!) and he only charged me £2.00 for it along with a pair of carpet retainer strips. The second area of the body needing repair was the rear deck panel, so the roof was removed and the area repaired by brazing in new metal especially under the drivers side rear window. A roof was then obtained from a scrap car and fitted. After the interior had been refitted and sealed beam light units fitted, Emma was ready for her first MOT in over three years.

During the "restoration", Kevin Atkinson a TSSC member, informed me of a 948 Herald at a scrap yard in Bolton. The following weekend I was off to Bolton and for £30 I was able to strip the car of almost everything useful, which included most of the interior trim, a rather worn 948 engine and the external chrome trim.



# HERALDS ALL THE WAY!

By Mr Bell -  
Newton Abbot, Devon

Styled by Giovanni Michelotti and interpreted by Vignale, the specialist coachbuilders, the first cars came off the track at Canley in January 1959 ..... a true classic. As the advertisements of the time put it "The safest family car in the world", "The new experience of motoring", "Double backbone chassis of great strength", "93% visibility", "Out-turns a London taxi", etc. The superior rally car of its time, the inspiration for the Lotus suspension and such names, Spitfire and Vitesse born from its womb. Yes, you've guessed it, I'm referring to the birth of a llegend in its time ..... the Triumph Herald.

It was in the summer of 1983 when I had this uncontrollable urge; yes I needed a convertible. For some years we had been driving a 13/60 saloon, then I came across this sensuous, delicious convertible 13/60, bought it and enjoyed it until .... in July 1985 I saw a vision in the form of a 1960 model 948cc convertible, black with a white hood, red interior with white piping, reg. 170 GTT, from here on known as GTT.

GTT was not for sale (yet). Every Friday I drove past where she was parked and drooled. My wife always knew when I had travelled past GTT as I arrived home starry-eyed. By September I had built up the courage to leave a note expressing my interest on the cars windscreen. As it happened, the owner had just bought a dog and was about to sell the car .... thus it





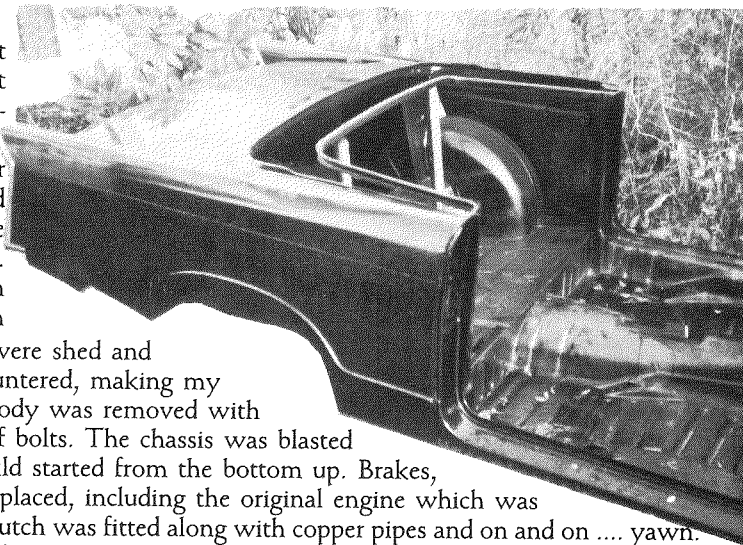
finally became mine.

Up on the ramps she went (GTT that is), only to find that not only was the chassis rust-free but that no welding had been done. The chassis, never having been undersealed and being of the early, open frame type, was in superb condition. The car was obviously worth a complete restoration job. I'm

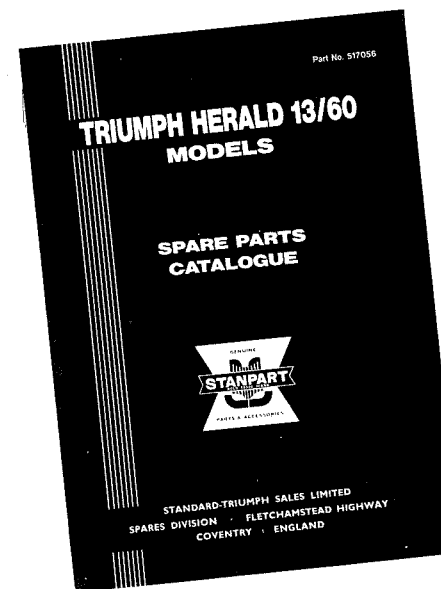
happy to say that no tears were shed and no real problems were encountered, making my task short and sweet. The body was removed with ease as I encountered no stiff bolts. The chassis was blasted and Hammerited and the rebuild started from the bottom up. Brakes, suspension, etc., etc. were replaced, including the original engine which was stripped and rebuilt. A new clutch was fitted along with copper pipes and on and on .... yawn. Then it was time for the body: Acrylic or Cellulose? that is the question. I went for a bare metal cellulose job as original. Again, no problems were encountered and we replaced the doors - other than these there was no rust. I fitted a new hood and interior and that was it. 170 GTT had been reborn.

When GTT came into my possession, she had 62,000 miles on the clock and had been a well cared-for second car all her life. Now, with everything as new, including the gauges, she has covered just 2,000 miles .... barely run-in. There were 8,262 of these gems built in 1960/61 and the last I heard was that there was only 14 left in the TSSC, so this one must either be the best or one of the best available as she is like new inside and out. The car has electronic ignition and twin carbs, cruises at 60 mph and returns 40 mpg.

Alas, this love affair must end due to personal circumstances; the fact is that I have to sell my dream machine. Realistic offers please as soon as possible to me on Newton Abbot 51303 for a unique opportunity to gain a rare and appreciating 'practical classic'.



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when Harry Kuhling, a long-time friend and enthusiast (well, with a 16ft 10in long MK10 Jag you've got to be enthusiastic) spotted an ad. in the evening paper for a 1969 Herald 1200 saloon, and promptly called around in his MKIV Spitfire with the news. So I read the ad. .... "1200 saloon in need of some work for MOT - £375" and thought someone was trying it on - "in need of some work", my eye! Well, Harry persuaded me to go and have a look at it so off we went, armed with a street map. On driving through St. Mellons, we spotted a Herald coupé and a couple of Vitesse dropheads parked in driveways but we didn't have enough time to have a nosey at them. And then I had my first sight of RHOG - the paint was a nice, dull, faded shade of Damson but the chrome was gleaming. On inspection, the body was found to be original, straight and solid. The only rust spots were on the two rear valances, a small area on the nearside front wing and at the base of the roof pillar. Even the door tread-plates and floors were original, spoilt only by dirt rather than rust. An inspection of the chassis showed that the O/S side rail and rear outrigger were "worn". The outrigger sported the usual "high standard" of bodged repairs. The near side rail and rear outrigger were scruffy but sound.

So we took it for a test drive. The clutch juddered but it seemed OK. The handling was a little strange but I put this down to the worn

# RHOG - A STORY OF AN EVERYDAY HERALD

By Steve Parry  
Cardiff

My story of RHO 894G (RHOG) begins in April 1984. I was feeling miserable with a touch of flu and, thinking about a replacement for my 13/60 convertible (SAD 513G), which had through-flow ventilation (the front floor was disappearing fast),

crossplies of dubious origin and the brakes were weak but pulled the car up straight. After another grovel underneath to check for brake fluid leakage, I put the poorish brake performance down to adjustment. After a bit of haggling, I eventually agreed to pay £325 - the most expensive car I've ever bought. Two days later I parked the car up and then started the hard work of checking everything over and getting an MOT (the car passed but I didn't!).

The first job was to examine the rear brakes and suspension to see what needed to be done. With the axle stands safely in position, I tried to find the

various nuts and bolts etc., but all I could see were great splodges of grease everywhere. I think someone bought a job lot of grease and threw it at everything that moved! I found the same thing on the front suspension, so I cleaned the worst of it off and started checking the nuts for tightness (a bit painful). On checking the lower shock absorber nut, I noticed that the whole suspension seemed to lift by about 3/8"; a closer inspection showed that one of the lumps of grease where the UJ should have been, was moving considerably - I've never seen a UJ so worn as that one! A new UJ was fitted and the rear brakes cleaned, checked for wear and adjusted. The handbrake finally worked properly after I fitted two new operating levers (obtained from Lex Mead, the local Leyland dealers). The steering and front suspension was checked for wear and a new top ball joint was fitted, together with 155-13 radial tyres. The engine mountings were looking the worse for wear so I fitted new ones. These were in one piece, whereas the old ones were almost in two. The O/S side rail and rear outrigger were replaced by a local garage and the car MOT'd.

The mileage on the car at this time was 110,000 - I don't think that the engine, gearbox etc., had ever been overhauled; a view which I still hold. RHOG had had seven previous owners between 1977 and 1984 but, surprisingly, there was little evidence of bodging. Although

the car was quite comfortable (especially compared with SAD) the handling was a little strange. It hopped about badly on hitting potholes but coped well with bumps in the road. Off came the rear dampers and new Spax non-adjustables were fitted and that particular problem disappeared. However, there remained a problem of slight instability when cornering. On driving steadily around a bend at say 50 or 60 mph, the car would alter its line constantly. I went ahead and striped the front trunnions away and found that the bolt holes for the trunnions in the lower wishbones were damaged. So, out with the hack-saw and I chopped off the bolts .... great fun I don't think! Replacement wishbones were fitted with new rubber and nylon bushes - the uprights and the bronze trunnions were like new. The whole lot was then refitted to the car, using new bolts and nyloc nuts. At the same time I fitted the coil spring and damper units off of SAD, as these were low mileage units. And so another problem was solved.

RHOG was now looking quite smart with the paintwork polished up and the chrome gleaming. It was shown at various local shows, including Cardiff Castle, Margam, Manelli and Tredegar House and ran very well, although the clutch juddered.

My next problems came up quickly and involved the cooling system. First a couple of core plugs went and had to



be replaced. Then the water pump decided to cool the engine *externally* rather than internally, so a spare one had to be fitted. The radiator was the next thing to keep me busy; I borrowed Harry's spare Spitfire radiator and all was well again (I must return it sometime!). By this time I had owned the car for about a year and had covered a further 8,500 miles. RHOG was running well for most of the time but even when something started to go wrong, it always got me home. The engine was running sweetly, consuming fuel at an overall rate of 34 mpg but giving nearer 40 mpg on a run. Oil consumption was about 850 miles per pint. It was quite happy to cruise at 60-70 mph on the motorway fairly quietly but the exhaust or body 'boomed' a bit at 50-55 mph. The only snag in its performance was its leisurely acceleration and the heater didn't work very well in the bitterly cold weather (what a surprise!), despite a new

thermostat and a new heater valve.

Come 1985, the car's first big journey was to Knighton in mid-Wales to collect some parts for SAD, which I had bought from a fellow TSSC member and working colleague, Terry Edwards. I returned to Cardiff with every space fully occupied. Coming back, the car developed a misfire, which seemed to cure itself after a few miles. But thereafter, the performance and power (*power in a 1200 Herald?!*) began to fall off, although the engine would start easily enough from cold. at this time, number 4 cylinder began to develop an appetite for sparking plugs but at this time I did not have time to find the cause. On one occasion, I took a good run at a 1 in 5 hill in Barry, only to find that an Avenger needed the whole width of the road to come down the hill. Rather than risk modifying the front of the car, I gave way, only to find that RHOG wouldn't pull away. I tried full revs in bottom gear,



let the clutch up and ..... the engine stalled. Luckily, I was only 20 yards from a side road so I used the starter motor. Eventually I found time to check the compressions: numbers 1 and 2 cylinders were quite good, number 3 was very unhealthy and number 4 was non-existent. I still could not afford the time to overhaul the head as I would wish, i.e. checking it for trueness, fitting new valve guides etc., but just cleaned it up, ground in new valves and fitted a new gasket. The head was badly coked-up and looked as if it hadn't been taken off for a long time - if it ever had been. Numbers 3 and 4 exhaust valves were not quite complete, number 2 valve was looking sick and number 1 valve and all the inlet valves were just coked up. I replaced the exhaust valves with a spare set of 13/60 valves and ground them in. The inlets were cleaned up and ground in. The whole lot was reassembled and *Voilà!* all was well again. In fact, I could now try to race milk-floats instead of push-bikes (or is it the other way round?!). The engine has run a further 12,000 miles without any more trouble. I hadn't planned to do anything else to the car that year but my plans were upset the following weekend when the windscreen shattered on the motorway at 70 mph on the way to the Margam car show. I think the bloke in the nearside lane was a bit worried too! After getting that fixed, all was well again and RHOG enjoyed a nice run up to the Malvern Festival of Motoring in October. As usual I had no problems starting the car in

winter but just amused myself from time to time by jump-starting two or three year old cars in the office car park which had flat batteries.

Last year I had more time to improve the car. Firstly I found that the nearside upright was causing problems. Again, the bolt hole for trunnion was enlarged. Off came the halfshaft and out came the hacksaw. A spare upright was fitted, together with new trunnion bushes and radius arm bushes. Since the brakes were in bits as well, I renewed the flexible hose, wheel cylinder and linings. Just for good measure, I looked at the other upright too just in case I had a full house(!) but that looked OK. The next job was to overhaul the steering. Again SAD had a recently fitted steering rack, so I used that on RHOG as there was some play on the O/S inner joint. In addition, I fitted new track rod ends and the other top ball-joint was replaced. I shouldn't have too much bother with the front suspension for some time (I hope!). The car was shown again at Cardiff Castle, used at Caldicott when we were setting up the auto gymkhana, Tredegar House and at Margam.

The clutch was still gently juddering away but now it was developing a little slip when hot. However, I had acquired a tank (1962 Rover 100) which took up a lot of time (and still is but that is another story). So I put off the fateful day until October when I came to my senses and decided to do something about it. Out came the starter motor only to find that the Bendix spring was in five bits; off

came the transmission tunnel, only to see that the gearbox mountings were looking rather poorly. Life is never straightforward is it? At least the clutch came out complete - clapped-out but complete (that's a first for me). The last one I took out on the 13/60 came out in several pieces! The prop. was reluctant to move downwards but was persuaded to do so with violence an hour or so later. A couple of hours on Sunday and the job was completed (thanks for the help, Harry). The only trouble was that it took a month to get used to a springy clutch pedal - I guess the old diaphragm spring was knackered!

The next job was to sort out the heater; an easy job for a change. All I had to do was to change the thermostat. My final job has been to fit a reconditioned dynamo when the old one packed in.

All in all, it may seem that RHOG has been troublesome but in fact it has never broken down on the road and always gives fair warning of impending trouble. With 130,000 miles on the clock, the oil pressure drops to about 35 psi at 50 mph on a long run, so I will need to look at the bottom end of the engine soon. The bodywork needs a small amount of attention with a couple of paint chips and fading paintwork but it is still in excellent, sound condition. A respray will restore the car's charming good looks. I've enjoyed my 2½ year ownership and have no intention of replacing it with a modern, tin car that has no character; besides, RHOG is fun and cheap to run as well as being easy to maintain. ■



## HERALD 948 BUYING GUIDE

Mike Costigan

This 'buying guide' covers the earliest version of the Triumph Herald, which was fitted with the 948cc Standard Pennant engine, and was produced between April 1959 and June 1961. It also includes the Herald S model, which was produced between February 1961 and January 1964, and many of the details are also relevant to the early Herald 1200 (produced up to June 1962). Initially the range consisted of just two versions, the single-carb saloon and the twin-carb coupé. The twin-carb option was made available in the saloon from September 1959, and a convertible (again with the twin-carb engine) was added to the range in March 1960 (initially for export only, this was available on the home market from September 1960). The Herald S was introduced in 1961 as an austerity version of the saloon, aimed at the growing fleet market, and was the only 948cc version to continue once the Herald 1200

### IDENTIFICATION

All Heralds carry their commission number on an alloy plate on the left-hand side of the bulkhead, and this is the number which should be recorded in the registration document as the vehicle chassis or V.I.N. number. It is not unknown, however, for the body number, or even the engine number, to be recorded as the chassis number, so always check the vehicle itself wherever possible. Saloon

commission numbers carry the prefix G, whilst twin-carb engined cars carry the prefix Y, which, in the case of the twin-carb saloon becomes GY. Convertibles use the same number series as the coupé, with the addition of CV suffix; similarly the Herald S uses the same series as the saloon, with the addition of SP suffix. A very small number of twin-carb Herald S's were produced, and these used the twin-carb GY series, again with the addition of SP suffix. Herald 1200's used a common series with a GA prefix, plus the

relevant suffix - DL for saloon, CP for coupé, CV for convertible, SC for estate and V for Courier van. Some key dates are as follows:-

<b>SALOON</b>	May 1959	G1	<b>COUPÉ</b>	May 1959	Y1
	Jan 1960	G23651		Jan 1960	Y5267
	Jan 1961	G60024		Jan 1961	Y22098
	March 1961	G64435		June 1961	Y23428
<b>T/C SALOON</b>	Sept 1959	GY1	<b>CONV.</b>	March 1960	Y5632 CV
	Jan 1960	GY1158		Jan 1960	Y22096CV
	Jan 1961	GY10184		June 1961	Y23428CV
	June 1961	GY11392			
<b>HERALD S</b>	Feb 1961	G60471 SP	<b>HERALD 1200</b>		
	Jan 1962	G68646 SP		Feb 1961	GA1 DL
	* May 1963	G71462 SP		Jan 1962	GA45261DL
	Jan 1964	G73571 SP			

\* From G71462 SP, in May 1963, the Herald S was only available to special order.

## FAULTS

All Heralds built before June 1962 used the same chassis frame (now known as the MKI version) which is prone to the usual MOT failure points in the main frames and outriggers. The main frames are, in fact, less liable to rot in the rear section around the differential housing, but an area which you might be inclined to overlook, the front section between the steering rack mounting and the front suspension mountings, is much more likely to cause problems than on the later MKII chassis frame. Both fatigue cracks and extensive rust problems are quite common here, even though the area may be covered in oil and therefore apparently well protected.

The body attracts rust in all the usual places, with the exception of the door tread-

plates, which are only single-skinned (except on the convertible) and therefore less likely to rust badly. The floor rusts in the same way as later Heralds, but note that the footwells are a different shape on MKI cars, and so it is not so easy to trot down to the local scrap yard and cut out good floor sections from another car. All 948's had roof guttering which continued round and across the front of the roof; this encourages rot at the front corners of the roof, and can present an awkward repair problem. The coupés are also extremely susceptible to rot at the bottom rear and sides of the roof, especially on the earlier version without ribbing on the sides. This is presumably caused by a leaking rear screen seal - more awkward repairs, but at least any problems here are readily observed!

948 seats are much more

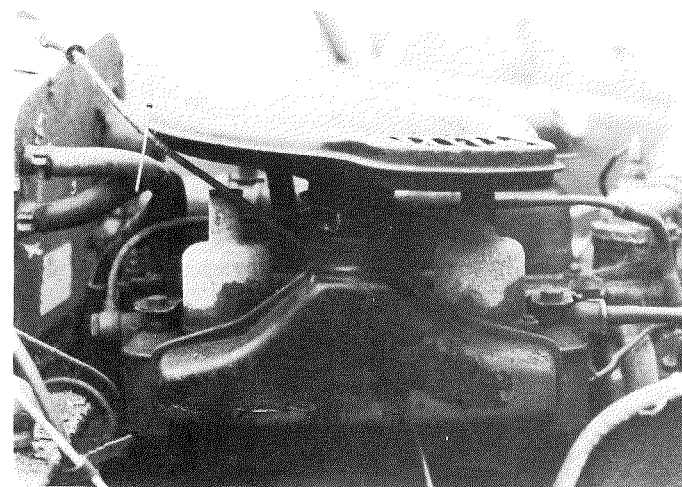
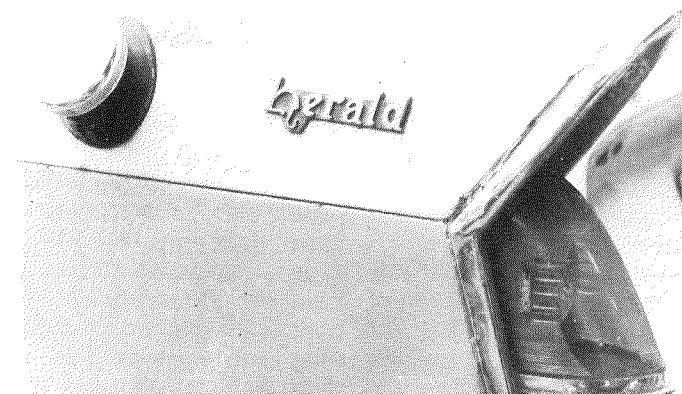
thinly padded than later cars, and almost all have collapsed at the rear edge of the cushion. Carpets are usually quite threadbare by now, and because of the early floor shape, are not readily replaced by later ones. The dashboards were fibreboard, without the later wood and fabric coverings, and tend to suffer from unsightly fatigue cracks and a brittle paint finish. The latter, incidentally, was matt black with flecks of grey 'Portsflek' I believe was the trade name, and is very difficult to reproduce authentically.

## ORIGINALITY

Many bits and pieces on the early cars may have been replaced by later fittings and you may be tempted to replace other parts, such as floor panels and carpets (see above) only to find that things don't fit too well!

Working from the front of the car, the first item likely to have been replaced is the front valance. On all MKI cars, this was of a different pattern to the later version, with a more pronounced 'bumper' shape at the front and no air vent below the radiator grill. The later valance is interchangeable and can be disguised quite effectively by fitting the number plate over the air-vent, but the perfectionist will have to resort to tinsnips and the welding torch to produce an authentic panel. The early radiator badge was chrome-plated brass but the later plastic version is indistinguishable once fitted. The headlamp surrounds had a more pronounced 'peak' on cars up to about 1966 (3¾" front to back, compared with 3¼" on later cars - the latter being the only version now available new). All 948's, except the Herald S, had a chrome bonnet handle and the first Herald 1200's also had this feature. This was supplemented by a stainless strip on the coupé and convertible (and 1200's), which was not a feature of the saloons (single or twin-carb versions). The Herald S had the full-length stainless strip subsequently used on 1200's. The bonnet flange around the radiator aperture was trimmed with a stainless steel pressing on all 948's except the Herald S.

The method of bonnet location differed from the later pattern, which means the replacement of the complete bonnet by a good, later version is not quite straightforward.





Either new bulkhead brackets to accept the rubber cones need to be made up, or else the 'wedge' fittings on the original bonnet need to be cut off and welded onto the new bonnet. Very early cars (pre-September 1959) had deeper inner front wings, with rubber curtains to protect the engine bay, which did not have the metal side valances. New inner wings of this early pattern are not available. A different fresh-air grill panel was fitted on the trailing edge of the bonnet on all MKI cars (and a few MKII's too!).

All 948's were fitted with white-faced instruments, (combined speedo/fuel gauge on single-carb saloons, separate speedo, fuel and temp gauges

on twin-carb models) and grey switches and steering wheel and column. Door handles and window winders had pale escutcheons and knobs (now faded white, but originally 'pink wisteria'). Early 1200's also had these but the other plastic fittings were black rather than grey. All 948's, except the Herald S, had a 'chip-basket' map holder in front of the passenger, whilst twin-carb versions had a wisteria painted glove box lid, and elasticated pockets on the door trims. The side trims, door and back panels, were duo-toned white and upholstery colour, seats were all upholstery colour except for the piping, which was white. The rear seat on the saloon

was hinged to provide a longer boot floor when required.

The roof guttering was covered with stainless trim, but there was no stainless insert on the screen rubbers on the saloon. Coupés and convertibles had the stainless insert but of a wider pattern than was fitted to the 1200's.

The rear valances were welded-on as an integral part of the rear body, but the well-known bolt-on panels were always available as a repair replacement. The bright trim around the rear light units was a one-piece chrome-plated brass unit on all 948's, rather than later 3-piece assembly of chromed Mazak and stainless section.

EXTRAS 1200-style white rubber bumpers were always available as an optional extra on 948's, and many survivors have these fitted, although there is now a tendency to remove them, so that people can readily identify the car as a 948! Chrome-plated bumpers were also available as a non-factory option. A wooden dashboard and door cappings was popular, but this was not the highly-polished version fitted to the 1200's. A starting handle kit was another option which can still be found on many survivors. Duo-tone paint was standard on coupés, optional extra on saloons and not available on convertibles. This would normally consist of the familiar Sebring White bonnet top, waist and boot panels, combined with the chosen colour for roof and below the waist. Note that black, however, was available with either white or Alpine Mauve as an option!

There were other options, such as external sun-visors, and venitian blinds for the rear screen, but these were not popular and are unlikely to turn up on survivors.

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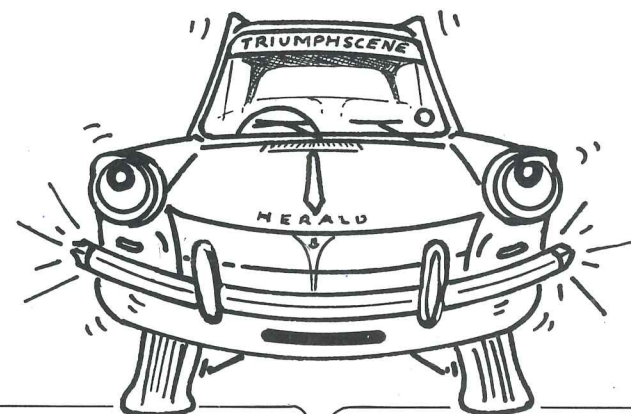
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