The Triumph Herald 13/60 — first choice of the two-car family

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Turning Circle

NOVEMBER 1984 No. 7

Incorporating The Courier

13/60 HERALD THE NUMBER ONE NUMBER TWO CAR

TRIUMPH SPORTS SIX CLUB

TURNING CIRCLE
Editor: W. E. SUNDERLAND

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Photographs within this Magazine were produced courtesy of Pete Williams (Jim Carter's 13/60 Herald estate, cover), Chris Longhurst, Nigel Morgan, Len Pitt, Justin Barwick, Neville Heath, Jim Carter, Mick Wain.

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EDITORIAL

It is my pleasure to introduce you to Turning Circle number 7: having concentrated on each individual marque in the first six issues, we how take an in-depth look at a particular model - the very successful 13/60 Herald.

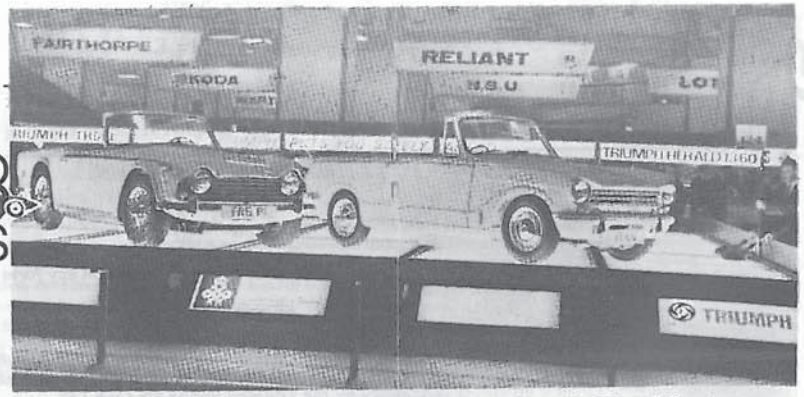
It is now seventeen years to the month since the 13/60 was launched amidst Triumph's best ever range of cars; these included the TR5 (the first British produced, fuel-injected sports car), the Spitfire MKIII and the GT6 MKI, which were all selling very well. It seems amazing to me that there is no Triumph being produced today, when, at that particular time, eight models were in production and they were all being sold by the thousand to eager customers.

Nearly 90,000 13/60 Heralds were built: 40,000 saloons, 12,000 convertibles and 15,000 estates. There were also 15,000 'kits' for assembly which were exported. The 13/60 could possibly be seen as a refined Herald 1200, although sales of the original 1200 still sold very well until the late 1970's. The 13/60 production only lasted until mid-1971, when the so-called replacement, the Toledo, took over. It is interesting to note that the estate sold very well indeed, having a quite amazing load area with very wide access - these make many estates of today look pretty inadequate.

The 13/60 has still a lot going for it today, with so many of its competitors now languishing in the scrapyards. 13/60 owners of today, whether they drive a saloon, a convertible or an estate, I am sure realize the merits of these economical, stylish and timeless vehicles.

I hope members will enjoy this edition of Turning Circle and thank you to all who have contributed, especially to Chris Longhurst, whose back-scene research and organisation we could not have done without.

Earls Court Triumph's best for years



1960 CARS

Brilliant white new models were featured on the turntables of the Triumph Stand.

FORWARD

13/60

TREATY OF BRETIGNY

One of the undoubted privileges of being the President of the Triumph Sports Six Club is that Bill always kindly asks me to write the Forward for the half-yearly 'Turning Circle'.

As you will have noticed from the front cover, this issue deals with the Triumph Herald 13/60.

You will probably be asking yourself what the title of this article means. Good question, but every time I use the model name "13/60", I think of school history lessons! To cure my curiousity, I decided to get out my old school history book and see what, if anything, important happened in 1360. Well, the French King was ransomed: England acquired Calais and Aquitaine free of homage, but gave up all claim to the rest of France (Treaty of Bretigny). So now you know! You'll never think of the Herald in the same light again.

To return to the matter in hand, 1984 represents a very important year in the Herald's own history. It represents it's twenty-fifth birthday, for it was in October 1959 that this new motoring sensation appeared at Earls Court.

The Herald first came into production at the beginning of an era when motoring freedom was coming to the British public at large. It's unique design sporting all round independent suspension placed it firmly in the pages of motoring history as the first mass-produced British car to feature such sophistication.

The Herald started life as a 948cc; a compact but up-market, versatile car. Models such as the 'S', the Coupe, the 1200 saloon and convertible and the 12/50 followed. In October 1967 Standard Triumph introduced the 13/60 and, at one move, dropped all the existing and very successful Herald 1200s and 12/50s (except for the basic 1200 saloon). The Herald throughout its life had few significant engineering changes and virtually nothing done to the styling, except for the introduction of the single-headlamp version of the Vitesse's bonnet on the 13/60. This new, improved model used a single-carb version of the 1296 cc engine (a simple overbore of the desaxe 1147 cc unit) sporting a new facia and offered slightly more rear-seat passenger space in the saloon version. Regrettably, the sunroof, which was standard on the 12/50, was demoted to an option.

Despite the launch of the front wheel drive Triumphs a couple of years earlier, which had originally been meant to replace the Herald, it continued successfully in production until September 1971 (convertibles and estates: the 1200 and 13/60 saloons were dropped at the end of 1970). It was, of course, the introduction of the conventional Toledo that brought the immanent end to the separate chassis Herald.

When the 13/60 first appeared, one of the current advertisements read .....

"ONLY TWO OTHER CARS MEASURE UP TO THE NEW HIGH-PERFORMANCE HERALD 13/60 SALOON"

"The 13/60 estate and the 13/60 convertible".

I can remember the introduction well and Triumphs enthusiasm to propagate its new, sporty image. Like the Spitfire, it used the four inlet port head and as a result performed very well indeed.

The car was, of course, a success, with 24,000 plus being sold in 1967/68. It offered good looks, safety, easy maintenance and lively performance. As the Triumph advertisement said ..... "GREAT ENGINEERING NEVER DATES".

I believe that not only the 13/60, but all models of the Herald will become more and more sought after as practical and enjoyable 'classics'.

HERALD THE FUTURE!

Written by John M Griffiths
TSSC PRESIDENT

THE TRIUMPH HERALD 13/60

In 1967 Standard Triumph introduced the 13/60 Herald which represented a logical progression from the 948cc cars of 1959 on, through the 1200 (39 bhp) and 12/50 (50 bhp). The wet lined 1296cc engine develops 61 bhp and gives the 13/60 better acceleration and top speed than its predecessors. Production started in August 1967 and saloons, convertibles and estates were available at £699.17.8; £755.3.11 and £773.12.8 respectively. Saloons were in production until 1970 and convertibles and estates until 1971 (see Table 1).

FIG. 1
13/60 saloon, front end view

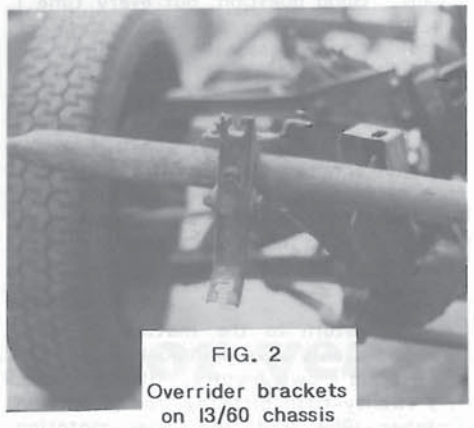


FIG. 2
Overrider brackets on 13/60 chassis

FIG. 3
13/60 saloon, rear end view

External Appearance

The most radical departure from the 948/1200 Heralds was the front-end styling. This was designed to give a 'slant-eyed' look, similar to that of the Vitesse (Fig. 1), but with single headlamps. The new front end incorporated a full-width grille in 'satin finish' aluminium. Because the grill also tilts forwards, unlike the 1200, a smaller front overrider is fitted. The chassis bracket for this is also shorter than that of the 1200 (Fig. 2).

The boot lid on saloons and convertibles was also revised, with a new number plate light (Fig. 3). Blue 'Triumph' instead of blue or red 'Herald' name badges were fitted to the rear pillars.

The colours available were Valencia Blue, Conifer Green, Jasmine, Wedgewood Blue, Dolphin Grey, Gunmetal, Royal Blue, Cherry and Signal Red. A sunroof was avaialble as an optional extra for £24.11.8. Wheels were fitted with embellishers with oval holes.

Interior

The interior was also redesigned: the fascia was improved - gone are the half-circle placing of switches. The controls for heater, fan, lights and choke are in a recessed panel in the centre of the dashboard (Fig. 4). More importantly, the previously separate screen wash and wiper control switches

TABLE 1

COMMISSION (CHASSIS) NUMBER GUIDE: 13/60's

YEAR/CODE	GE - DL	GE - DLRS (a)	GE - CV	GE - SC
1967	(8) 1	(?) 224	(8) 5	(8) 4
1968				
1969	37666		37666	37666
1970	59510	(?) 52229	59510	59510
1971	(12) 78333(b)		79499	79499
1972			(9) 83432	(9) 83432

CODES: DL deluxe saloon, DLRS - deluxe saloon with sunroof, CV - convertible, SC - estate.

GUIDE: e.g. for 13/60 convertible GE-CV, 1967 (8) 5 = first produced in August 1967 with commission number GE5CV; 1971 (9) 83432 = final commission number produced in September 1971, GE83432CV.

(a) No official records, numbers are from TSSC Register.

(b) We have two later records, GE78335 and GE81200DL on the Register.

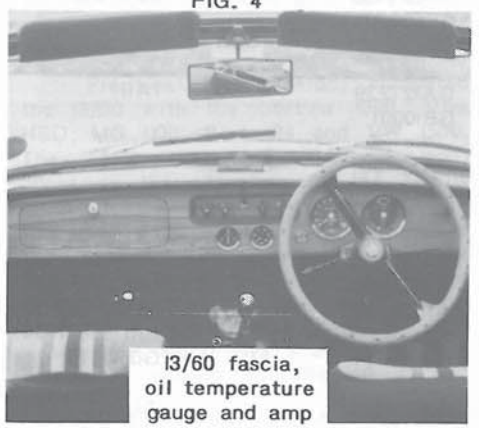


FIG. 4
13/60 fascia, oil temperature gauge and amp gauge are extras

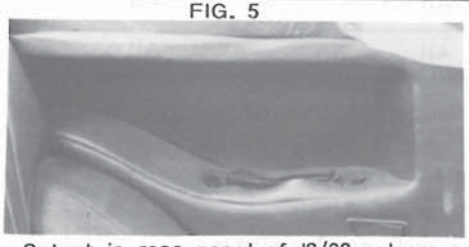


FIG. 5
Cutout in rear panel of 13/60 saloon

are combined into one on the left. No more accidentally switching off the lights when reaching for the wiper switch; no more driving 'no hands' whilst pumping the washer and groping for the wiper switch! A major innovation!!

The large 948/1200 speedo plus petrol gauge has been replaced with two 4" dials. The first is a speedo (with various warning lights), and the other is a fuel/temperature gauge (with light warnings). The temperature gauge was another long overdue ancillary. Although present in twin-carb. engined 948 cars, it was absent throughout the 1200 range. In my opinion it is also a great pity that the steering wheel was not reduced in diameter by 1 - 2 inches at the same time to make driving more comfortable.

The other major internal change was to the seat design. The front seat back was given a sharper curvature and this, coupled with a different colour to the rear seats, gave rear passengers another 2 inches of leg-room. The front seat also had a redesigned squab to give greater comfort. The panelling at the sides of the rear seat had larger cut-outs (Fig. 5) which was claimed to increase elbow room!

The 13/60 was supplied with a choice of four carpet colours, an option not available since the days of the Alpine Mauves of the 948's; the early 1200's had only Charcoal Grey carpets. The 13/60 carpets matched the upholstery and were avaiable in black, light tan, shaddow blue or dark red.

Mechanics

The four-cylinder engine of 73.7 mm bore and 76 mm stroke was the same as that fitted to the MKIII Spitfire and 1300 FWD Triumph. Maximum power (61 bhp) was developed at 5,000 rpm and torque (73 lb/ft) at 3,000 rpm. This represented a 27% increase in power and 18% increase in torque over the 1200. The 6½ inch diaphragm clutch was fitted as standard and the differential had strengthened inner half-shafts to deal with the additional power and torque. These improvements are, incidentally found on later 1200 cars (Table 2).

Disc brakes were, by 1967, standard on Heralds but from its introduction the 13/60 was fitted with slightly larger calipers. The 7 inch rear drum was retained to give a brake performance of 0.96 G (31 feet at 30 mph).

CHRIS LONGHURST
HERALD REGISTER SECRETARY

TABLE 2

13/60: MECHANICAL PARTS AVAILABILITY FROM 1200, 12/50 HERALDS

PART/ASSEMBLY	COMMISSION NUMBER		
	13/60	1200 (from)	12/50 (from)
Disc brake caliper assy. (includes pistons, pads, squeal shims, dust sheilds) (a)	All	GA229455 GB53670	GD54349
Vertical link (front suspension, 3 bolt type)	All	GA127239 GB10001	?All?
Differential (strengthened inner axle shaft; different sun gear, planet gear and diff. carrier) (b)	All	GA237601 GB257201	?
Clutch assembly (driven plate, cover, thrust bearing and carrier, slave cylinder and flywheel) (c)	All	GA191266 - 201700 (d) full use from GA201701	GD71658 - 76472 (d) full use from GD76473
Steering rack (e)	All	GA80,000	All
Rear quarter shafts	All	All	All
Gearbox (f)	All	All	All
Propshaft (g)	All	All	All

NOTES:
(a) Courier 40, Oct. 83, **(b)** Courier 30, Dec. 82, **(c)** Courier 44, Feb. 84.
(d) Intermittant use, **(e)** Courier 28, Oct. 82.
(f) A few minor brackets altered on 13/60's.
(g) Various patterns (solid, splined, strap) available, all will fit.

What The Critics Thought

The 13/60 Heralds were fairly well received by the critics. Motor's summary was "very good perfromance with bigger engine but fuel consumption suffers; good cornering at moderate speeds but rapid rear-end breakaway thereafter". In their Road Test (16/68) they obtained a touring consumption of 28.6 and an overall consumption of 25.5 mpg with 34 mpg at 50 and 27.5 mpg at 60. I think most of us can do better and I believe 35 mpg to be a good touring average. Motor's top speed (saloon) was 81.8 mph (mean) with a best of 85 mph and 0 - 60 in 16.6 secs. and a 20.3 secs. standing quarter mile.

Autocar (2174) thought that the "performance was improved without heavier consumption. Precise steering, exceptionally good lock. Bigger brakes give greater stopping power and lighter pedal loads". They road-tested a convertible and obtained an average mpg of 28.3 and 41.7 mpg at 50 and 34.2 mpg at 60. The mean top speed was 84 mph (best 85) with 0 - 60 in 17.5 secs. and a standing quarter mile of 20.9 secs.

Practical Motor (4/68) compared the 13/60 with the Cortina 1300, Viva HBD, MG 1100, Fiat 124 and VW 1500. They felt that the 13/60 (saloon) "deserves the attention of the family motorist. If you can average out all the good and bad points and compare the results with other makes, the Triumph is bound to come high on the selection list". Normal overall fuel consumption was 31 mpg (best, MG 1100 - 34½ mpg, worst viva - 29 mpg), with 'economy' driving consumption of 38 mpg (best MG 1100 - 40½, worst VW - 33 mpg). The maximum speed was 81 mph (best Fiat - 84 mph, worst VW 79 mph) and 0 - 60 was achieved in 18½ secs. (best Fiat - 15½ secs., worst VW 1500 - 20½ secs.). Price-wise, the Herald also compared well at £700 to the Viva (£653), VW (£697), Cortina (£724), Fiat (£774) and MG 1100 (£788).

Which (10/68) compared the 13/60 with the Austin/Morris 1300, Simca 1100, Escort 1100, Toyota Corolla 1100 and viva HB. They commented on the 13/60: - "was more powerful, less uncomfortable and had better brakes and controls than the old Heralds. But it still had roadholding problems, was far from comfortable and had little room in the back. Unless you have to park in very tight spaces, or are particularly attracted to its convertible version, you would find all the other cars had advantages over it". Their best buy was the Ford Escort. Which obtained 28.6 mpg overall in their test car and 36.8 mpg at a constant 60 mph. Their top speed was 82 mph. They also estimated front brake life to be 33,500 miles and rear life 31,500 miles - an underestimate in my opinion; and tyre life to be 7,500 (front) and 7,000 (rear) with Dunlop C41's!

There we have it, not all good, but remember the Herald was introduced in its basic form in 1959 and there are limits to what can be done with the design. What a pity BL didn't introduce the Spitfire MKIV swing spring with the rest of the improvements! Even so, despite its drawbacks 40, 433 saloons, 15,467 convertibles and 11,172 estates (+ 14,978 13/60 exported in knockdown form) were produced between 1967 and 1971.

PERFORMANCE DATA FOR THE 948, 1200, 12/50 and 13/60 MODELS

	C.C.	BHP	0 - 50	0 - 60	Max Speed	Overall Fuel Consumption
HERALD 13/60 (CONV)	1296	61	12.5	17.7	84 mph	28.3 mpg
HERALD 12/50	1147	51	13.3	21.3	78 mph	30.4 mpg
HERALD 1200 (CONV)	1147	39	16.0	25.8	77 mph	28.5 mpg
HERALD 948 (CONV)	948	45	16.9	26.5	77 mph	27.6 mpg

HERALD PLUS

Improved styling
larger engine
1200 unchanged

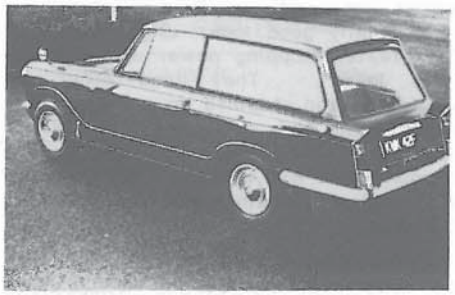
An external face-lift is the least important of the new features which distinguish the new 13/60 Triumph Herald from the 1200 and 12/50 models. Far more important are the adoption of the 1300 engine, which gives 27% more power, and extensive improvements to the interior, which raise the standards of both convenience and safety. The new 13/60 is being made in saloon, convertible and estate-car versions and, with the existing 1200 saloon, will complete a four-model Herald programme for 1968. As will be gathered from this, the 12/50 saloon and the estate-car and convertible versions of the 1200 are dropped.

Retention of the 1200 saloon is partly because it has proved the best-selling Herald since the range began eight years and nearly half-a-million cars ago, and partly because it rams home the sincerity of Sir Donald Stokes' pledge that the Herald formula (with improvements as appropriate) would have a life span of at least 10 years. In fact, of course, the new 13/60 models also qualify although they bring the car into a slightly higher price bracket, as will be seen from the following:

Model	Basic	Total with P.T.
1200 Saloon	£509	£627 7s 3d
13/60 Saloon	£568	£699 17s 8d
13/60 Convertible	£613	£775 3s 11d
13/60 Estate-car	£628	£773 12s 8d

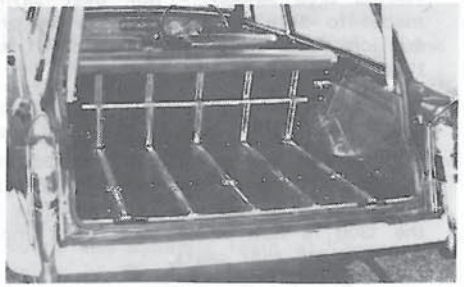
The engine used in the 13/60 is the 1,296 c.c. unit as fitted to the Triumph 1300, but without the front-wheel-drive appendages. Compared with the 1200 this gives a 27% increase in power and an 18% gain in torque to raise the power to 61 b.h.p. net and the torque to 72.9 lb. ft. The difference in size between the two engines is a matter of 149 c.c., brought about by an extra 4.4 mm. on the bore, but another important contribuition to the added power of the 13/60 comes from the use of the four-inlet-port head used on both the Spitfire and the 1300 to improve breathing.

Saloon

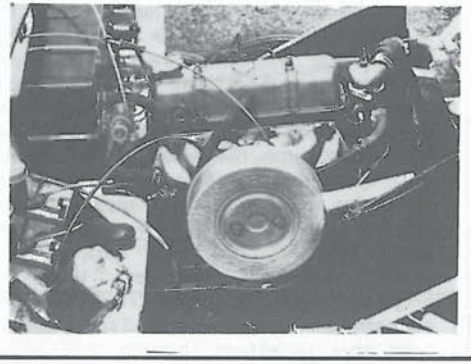


Estate

Convertible



Estate's Luggage Area



In the transmission, a diaphragm spring clutch is now used and is of slightly larger diameter (6½ in.) and the axle and half-shafts have both been strengthened to cope with the greater loads.

The only other mechanical change is in the brakes where provision has also been made to deal with the improved performance. The 13/60 has discs on the front as standard, the Girling system being the same as used on the Spitfire, with 9 in. diameter discs and 7 in. diameter by 1¼ in. wide drums.

The new model, it need hardly be added, has the separate chassis and bolt-on panel design which has been such a notable feature of the Herald from the start. Other special features are the telescopic steering column which is designed to collapse on impact, the all-independent suspension and the 25 ft. turning circle, all of which are retained on the new model.

The 13/60 is distinguishable at a glance from the front. The top of the bonnet slants abruptly upwards at the sides, but instead of twin lamps on each side as on the Vitesse, single 7 in. headlamps are used. The grille, with its satin finish strip aluminium bars running the full distance between the headlamps is also distinctive. From the rear, a new number plate lamp and revised name plate provide the clue.

Inside the body there have been extensive modifications. The front seats have been re-contoured to give more lateral support and the backs of the squabs have been re-shaped so that, in conjunction with the new rear seats, an increase in rear knee room of 2 in. has been obtained. There is also more rear elbow room thanks to the cut-outs in the side panels, which have also been used to provide a pocket, ash tray and arm-rest. At both front and back, the seats are covered with expanded Vinyl with sewn (instead of welded) pleats. The driver's seat retains the simple height/rake adjustment which, with the fore and aft movement, offers a total of 72 positions.

The facia board has been completely revised with an eye to both convenience and safety. In place of the large single speedometer fitted to the 1200 and the 12/50 models, the new car has a matching pair of large dials in front of the driver. The left comprises a speedometer (with trip) and warning lights for oil pressure and ignition; in the right-hand dial are segment gauges for fuel and temperature, together with direction indicator and main-beam warning lights.

In a recess (for safety) in the centre of the board are the heater, lights and choke controls. The combined washer and wiper control is on the extreme right and there is a lockable glove box on the passenger's side. The facia board itself is of walnut veneer on Home models and is painted for export.

In the tail is a useful luggage boot of 13 cu. ft., with the spare wheel recessed into the floor, and a rubber mat is now used to cover the floor in place of the pvc-felt composition type used before. The equipment is up to the usual Triumph standard and, in addition to all the normal fittings, includes chromium-plated nave plates and aluminium rim embellishers.

THE TRIUMPH HERALD STORY

SIR DONALD STOKES

When Standard-Triumph became part of the Leyland Motor Corporation in 1961 the Triumph Herald had already made a great reputation for itself as one of the most revolutionary family cars on the international market. Its appeal was as a light car with all round independent suspension, a robust chassis frame (to which body panels were bolted giving swift and cheap replacement of body panels), light controls and the greatest parking capability of any conventional car in the world.

Although at the time we from Leyland were comparative innocents in the sophisticated world of the private motor car, the concept of the Herald appealed to our engineering thinking and we recognised that here was a formula which would appeal readily to the more discriminating top 10% of the small family car market in many countries of the world. We, therefore, backed its success financially and were able to reduce the price because of the economies affected by belonging to a large automobile group.

In 1965 the question arose as to whether after six years of production we had any plans to change this car. We thought not and made a pledge then that the Herald would have a complete production life of at least ten years. This captured the confidence of our customers, ensuring them of a well-proven product with the most stable re-sale value of any small car on the British Market. We said that the formula would continue unchanged except that, of course, we would constantly incorporate improvements to the benefit of our customers.

This we have done and the Triumph Herald 1200 saloon - our best selling model to date - will continue in production until the public tires of it and this seems a long way off yet.

The new range of Heralds replaces the Herald 12/30 saloon, the 1200 convertible and estate car and incorporates an elegantly styled new front end by Michelotti, the more powerful engine of the 1300, a new facia panel and more room in the rear seats.

By the time these new models come on to the British market we will have made nearly half a million Heralds - the most successful car the Company has ever produced and it is interesting to note in these days when the cost of living increases almost monthly that the pre-tax price of the new saloon (£568) is not only a mere £15 more than its predecessor but is also only £75 more than when the very basic first version of the car was introduced in 1959. Since that time the value of the pound, my economic experts tell me, has fallen by some 27% which means that if we had introduced a new model eight years ago it would have cost in real terms only £415, £80 less than the original model, a great tribute to the economies which Standard-Triumph have been able to effect through the use of automation and more sophisticated production methods.

We believe that the Herald formula of light and easy control coupled with unrivalled manoeuvrability is as valid today as it was in 1959, and on these points many of its more recently introduced competitors are still a long way behind. The car is not only a best seller in Great Britain but is currently being assembled in countries as varied as Belgium, Australia, Portugal, New Zealand, Peru and India. the basic simplicity of its design lends itself to overseas assembly and quick and easy maintenance.

One of the most reassuring aspects of my job is the constant stream of letters I have had from Herald owners who have been involved in accidents, and attribute their escape from serious injury or even death to the construction of the car. Surgeons and safety experts of all kinds have proclaimed it as one of the safest cars on the roads. It is easy to forget in these days when car safety has at last become fashionable with the politicians that the Herald was the pioneer in this field. We had, and still have, collapsible steering, a crushable and padded facia and a rigid chassis long before safety was a saleable commodity.

Since Triumph have become part of Leyland we have developed an extremely young and dynamic team at Coventry including at the head George Turnbull, who has been able to establish higher standards of quality and reliability than ever before in the history of the Company and Harry Webster who has been responsible for the design of such world beating cars as the Triumph 2000 and the Triumph 1300. They have many more surprises up their sleeves for the future, which we think will carry the Company to the forefront of the automobile world, but we are sure that at the same time we must retain the loyalty of the clientele which continues to invest its money in the solid and reliable virtues of the Triumph Herald.

Courtesy of Standard Triumph Review

B. L. CHAIRMAN
Sir Donald Stokes

TESSA

The story of a 13/60 Convertible

I was nearly 17 and in my first year of an engineering apprenticeship. At last my interest in cars could be fulfilled; it would be fast, stylish, sporty and hold four people. A £25 weekly wage was restrictive but a survey of all my books to find the 'ultimate' car produced only one answer - a Triumph Herald convertible. With a Group 2 insurance rating, I was laughing.

£250 was my limit, but it wouldn't buy much. Prices were ludicrous and whenever I did see one advertised for less, it had gone before I got there. Finally, I look a days leave, ploughed through all the likely advertisements and found only one car that I could afford! A non-runner, 40 miles away for £50. I took no chances, heading rapidly to Chalfont St Giles by train and push-bike. All the village could hear as I rang every 5 minutes from 5pm. At 5.40pm I was through, only to find that three people were already on their way. However, the 13/60 was only 5 minutes by cycle up the road, and having inspected the car, I purchased it immediately. 'Tessa' was towed home two days later.

The first task was to get her going. We could see an ugly water stain down the side of the engine. Having removed the exhaust manifold, we were relieved at the source - a core plug had blown! So, with six months MOT left, Tessa was ready for the road. Luckily my father drove on that first epic journey: everything rattled, the differential contained an air-raid siren and we could have done with an anchor in the absence of brakes. The engine still had 'bags of go', with 75,000 on the clock.

I had hoped to make Tessa 'immaculate' with filler and spray cans. Closer inspection revealed much rust, still fortunately in its early stages; the bonnet was exceptional, only being lightly perforated at the front. The doors finally crushed the touch-up idea as they were made 50% from chicken wire. Year in, year out my father had tacked similar rust on his car and we had learnt that there are only two ways to deal with it - cut it out or disc it to bright metal inside, outside and all around.

Proper renovation was the only answer, but on my wages the policy was repair rather than replace. The engine bay was first: the engine was left in but all accessories were removed. The bulkhead was completely stripped and surfaces de-rusted with Jenolite and painted with Bondprimer and Hammerite. The engine side valances were beyond repair and replaced with scrap-yard parts. The inner faces were painted with white Humbrol enamel. This provided a light, reflective surface and made any work in the engine bay easy on the eyes. I can also say that it has remained an easy-clean, chip-free surface ever since.

While working on the front suspension, we located the brake fault: the pads in one caliper were not parallel to the brake disc. Inspection revealed a buckled wheel and bent stub-axle. The chassis was true but I thought the suspension was slightly distorted. Months later I diagnosed a camber angle error. Faced with a garage bill for £60, I made my own alignment tool incorporating a Moore and Wright combination set swivel level and corrected by re-shimming. The other wheel was used for comparison.

At this stage I managed to persuade my father that the body would have to come off for repairs to the chassis. I hate MOT chaps who relish knocking holes in the Herald chassis. The body (supported by guy-ropes) and the chassis were sanded down. When sanding we used industrial discs; you'll have to go to a good tool shop for these. They are not costly but have three times the life of cheap ones.

Sanding is the careful process of removing the rusty metal surface. This layer must be thin. Light sanding will only buff the rust, leaving an attractive but elusive black finish. We got the whole area up to bright metal, although pitted in some areas.

FIG 1
The underside!

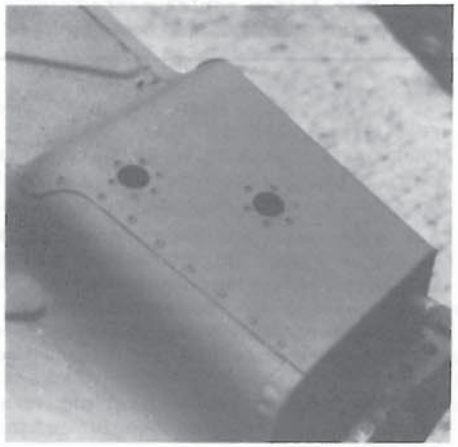


FIG 2
Rivetted plate over boot outrigger mounting points

On the bodyshell, the mounting points forward of the rear wheel-arches were rusted out and were rebuilt using rivetted steel plates. 'Bodger' I hear you cry! But, having tried other methods at great cost, let me reform you to the acceptance of rivetted repairs finished with a good body filler.

My father has built air-frames to take much greater stresses than those on a Herald body and he knew rivet patterns to obtain maximum strength. Don't make the mistake of buying rivets from your local D.I.Y. store. These are aluminium alloy and easily come loose. You'll have to go to that good toolshop for steel or monel rivets, as used on planes. They are very strong, require a high force to 'pop' and will wreck cheap rivet guns! Providing you get the two plates clamped together prior to rivetting, they will not come loose. Two ideas were used to improve fit:

i Dimple the rivet holes with a punch and counter-sink blade; this will cause the rivet heads to deform and fit flush.

ii Use the aircraft 'wet-assembly' technique; paint the panels first and assemble immediately.

What are the advantages over welding? The lack of heat means no burnt paint or distortion and the joint is completely sealed with paint. Corrosion cannot develop between the plates; on the other hand, corrosion is induced in welded joins, which also need sealing with flexible sealers. The job can be finished with a filler such as Plastic Padding.

Now back to the restoration! Luckily three new chassis members had been fitted and only a further two were required. I used Abercorn panels as these were accurate and zinc-dipped - hence they don't corrode.

The underbody was treated twice with Jenolite and then two coats of Bondaprima; this is a red resin containing a high level of zinc. Although cellulose paint finishers do not always take to it, I've been impressed with it. The front valance, for example, was heavily rusted; the Bondprimer has contained any rust pitting that remained.

On the body rust was cut out or buffed to bright metal before treating with a rust-killer and zinc-based primer. If agitated with a wire-brush (wear goggles) Jenolite has a good effect, especially on areas like the brake-cylinder shelf.

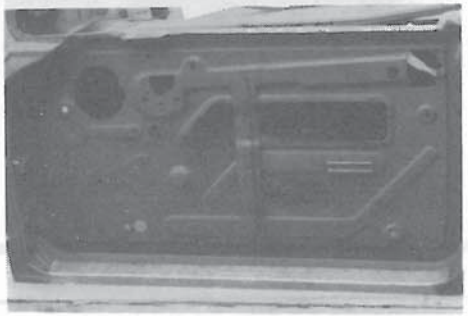
After replacing the differential and re-painting the chassis with chassis black, the body was replaced onto new rubber washers. All new bolts should be used. Four months after purchase, Tessa was running, although without any single colour scheme! The doors were finally re-skinned. My father used his coach building expertise and made the doors to fit the car: even with B.L. skins you must check the alignment of the skin on the frame before peening it over. Again, wet assembly was used, and as we could not obtain an anti-drumming compound, we used a 3/16 inch thick layer of underseal on the inside of the door skins. Water chutes from drain holes were created with Plastic Padding. After a final Waxoyling, my doors remain water and rust-free up to the present day.

Finally, paint preparation started nine months after purchase. Tessa was finished in Triumph white with a B.R.G. flash, after priming with one Universal and two coats of grey primer.

Tessa was put straight into use, taking me to college for day-release. Then, very shortly after, I met the other love of my life. Unfortunately, she lived at the coast, 66 miles in the other direction!

FIG 4
On the road again!

FIG 3
Door tread plate replacement - rivetted panel



Door bottom replacement panel - before reskimming

Over the next two years Tessa bridged that gap and I found myself clocking up 14,000 miles a year. I had some of the best times of my life; convertibles and the coast go well together! I have now owned Tessa over four years and clocked up nearly 50,000 miles. I've driven her in all conditions and can remember the radiator, with 33% antifreeze, freezing over in the winter of 1981-2. I can also remember being woken up in Tessa to find an escapee from a local pig farm scratching her six foot length on the front bumper!

Tessa has done everything I've asked and I'm sure she will continue what I intended her to do - get me anywhere in style!!

Written by Nigel Morgan

DRIVING THE NEW TRIUMPH HERALD

By Joyce Wilkins

The day I took over the new Triumph Herald 13/60, the Severn Bridge was closed to heavy trucks and caravans because of gale force winds and my route over the Cotswolds was whipped by gusty winds and torrential rain. It was a dirty day, but I was a happy woman, warm and dry inside this snug little car and even in those bad conditions my first introduction to the Triumph Herald was favourable. There were no leaks, the heater gave instant warmth to feet or face, the windscreen wipers were working over time but never faltered and despite the wind and rain the car kept well on course. There was a trace of tail twitch if I took a corner a little too fast or made a jerky movement with the wheel but it was nothing serious, and cruising along at 60 mph was no problem.

Why, you may ask, have I not driven a Triumph Herald before now? After all it has been around since 1959 and I am married to a journalist who has tested nearly every well known type of car both here and abroad. A fair question. I tend to get around to doing most things a little late. I didn't start driving until I was over 30, nor did I start writing until about the same time and I warrant if I ever have a baby I'll be the oldest mother on record, so its not surprising that one of the best loved of British small cars should come into my hand last.

But I'm jolly glad it has. The first 100 miles was a fair test of the car's stability, and habitability in bad weather but I hoped that I should get a chance to see how it behaved if the weather decided to change.

The next day was at least fine so I went shopping with the Herald. I merely had to show it a reasonably sized parking space and with the incredible lock the car was neatly parked. It nearly does a turn on a threepenny bit, actually turning circle is 25ft. As the car was quite new, the gears were a little stiff but when it has done a few thousand miles this is sure to change. In traffic driving I could use synchromesh on first gear, especially when dropping down for a quick dart round a loitering truck there tends to be a rather horrid crunch as first goes in, unless you double declutch but the rest of the gearbox is easy and smooth.

The luggage trunk takes bags and parcels easily and didn't have any leaks. After a short tour of the town I headed out for the Tewkesbury - Birmingham motorway M4 to get a bit of motorway driving. The Herald needed no urging and I completed my 74 miles journey in 1 hr. 20 mins. Nothing spectacular but it was cruising happily at about 65 to 70 all the way. In happier countries with less restrictive practices on the motorist the Herald would do 80 plus and I found it difficult the hold back to a mere 70. Although the roads were fairly dry there was a good deal of spray thrown up from trucks and other cars so that I was glad of the new combined screen washer and wiper arrangement. It saves unnecessary movement and only means one hand off the wheel for a moment instead of the usual twice, once for washer and once for wiper. The horn I regret to say, like most British horns is a bit of a tin whistle.

My alsatian found himself a comfortable spot in the footwell of the front seat and wouldn't budge. He's a good motorist with a built-in sense of self preservation and throughout the trip he snoozed peacefully, so I guess he had a pretty smooth ride. On other cars when I have been taking a corner rather too fast for him, he has a habit of digging me in the ribs but this time there was no protest.

The new instrument panel is a big luxury touch of polished veneers, but with switches and controls more compactly grouped and recessed for safety.

They are neat and clearly marked; heater, air to face or feet, light switch and choke. On the left of the steering column is a lever for main beam, dip and side lights; on the right are the indicators. The horn button is in the centre of the wheel. The lockable glove box is not very big but sufficient to take some maps and small items.

The front seats are comfortable and there are seats for two in the back but I suspect rear passengers have less room than on the saloon because of the space needed to stow the folding top. In case of sudden braking I should like to see all cars which have tip up seats fitted with a seat lock so that the front seat won't hurtle forward and fling the driver or passenger through the screen, or more particularly won't hurl a young child through.

The car I had was a smart dark blue convertible with pale blue plastic upholstery and fitted carpets to match. I know most people prefer carpets for the feel of luxury but living in the country I still find that rubber mats are easier to keep clean in our murky weather. At least there is a rubber insert for the driver's feet. I found the pedals well placed and easy to reach so with seats adjustable for height and slope it should be easy for most drivers to find a comfortable position.

Brakes are disc at the front and drums at the rear and driving it round London in the rush hour I had plenty of reason to use them with cars and trucks on all sides plus innumerable traffic lights. Motoring fast in the country they seemed quite adequate and using them firmly on wet roads I felt perfectly safe.

Looking at the changes that have been made since the car was first introduced it is obvious that this is a totally different machine. It began life with a 948 cc engine; later this went up to 1147 cc and now is 1296 cc. Maximum speed has gone up from 75 to 80 mph and acceleration is much faster; in fact the Herald is now a really quick small car. I had it for a very sort time but notched up 350 miles and obtained a fuel consumption of about 35 mpg.

The transmission and suspension have been strengthened and long before safety became fashionable Standard Triumph were pioneers in introducing a collapsible steering column, padded facia and rigid chassis. Retained are the detachable body panels so that if the car is involved in a shunt the damaged panel can easily be removed and replaced.

I think the new front end is a big improvement. I've known Michelotti and admired his work for years but I never felt the first Herald headlamps with the sharp-edged cowls were among his happiest inspirations. The new front is much sleeker and with the new instrument panel it gives a stronger character to the whole car.

I'm sorry it took me so long to get around to driving a Herald but it has been such a success that it doesn't need my blessings. Rather than rush for the newest of new models, I believe in buying cars which have been developed to give reliability and performance, and the Herald is a very good example. The convertible which gives a choice of open or closed motoring would be my choice as a 'car for all seasons'.

Courtesy of Standard Triumph Review

Pretty girl – pretty car: both eyecatchers on the Triumph Stand.

HERALD 13/60

SALOON TO CONVERTIBLE CONVERSION

First, I must emphasise that this conversion is not a simple "one week-end" project, and may not be the most professional way to do it, but I have found it to be very interesting with the end project more attractive than the saloon (in my opinion) and I have now proved it to be successful. I would advise, however, that you do all the cutting up of the rear end, scrapped donor car, first, before chopping your saloon about. This will give you the confidence and "know-how" required before rushing in and cutting a good saloon beyond repair!

Initially you will need to find a convertible rear end with a rotten floor, and lower rear wings etc. This will be much easier to find than a sound, complete rear half. You will need the hood frame complete; a hood if possible (for the test "setting up" purposes, so condition doesn't matter); the cut-off top rail of the convertible front windscreen, complete with two hood forward locker striker catches; and top sealing rubber; all sealing parts relevant to the convertible; the door glasses (these have radiused rear top corners); all rear interior trim and quarter casings, seats, etc.; the chrome cappings (top of 'B' posts and front screen welt flange ends); the lower doorstrikers and mating stricker plates on the 'B' post shut panels. Note: you will find the mounting plates complete with nuts welded on already, on the inside of your saloon 'B' post (as this inner post is a common panel). The two 'dimples' in your saloon 'B' post shut panel can be opened out with small drill and orb, for access to the nuts welded behind the panel to mount the convertible stricker plates. The trim rail, which carries the rear quarter casings and supports the rear squab, will come off attached to the top of the 'B' post inboard panel when it is drilled off and attached to the two rear support legs, when they are drilled off from the rear floor, so leave this for now.

First, drill out all spot-welds attaching the rear wing tops to the top of the 'B' posts, and to the inner section of the tail lamp housings. Cleaning off all these spotwelded flanges with paint-stripper and wire brush makes the spot-welds much easier to pin-point. There is also a special drill bit obtainable which centres on the spotweld but cuts all round it neatly into the mild steel. This avoids having to drill through hardened steel spot-welds which would require a massive stock of sharp drills or drill sharpening every five minutes!

Next, drill a few holes below the upper/lower rear wing joint flange at one end of the rear wing, to form a slot, into which you can insert a hack-saw blade (or 'nibbler' - cutting tool blade) and cut all along between 'B' posts and tail-lamps. Cut as near to the flange as possible without damaging the flange itself. I found a power saw was too fast for this: blades keep breaking through 'picking-up' on the rather flexible panel and it is easy to slip and ruin the flange. I used a fine cut hacksaw blade, and holding same firmly with gloved hands - one inside the body and one outside, keeping the blade stretched taught, at an angle - cut steadily and surely about 1/32"

away from the bottom flange. It takes time and patience, but is more accurate and safe. By the way, the double thickness of flanges you are left with, will cause no problem on assembly, so don't try and disc them back to single thickness.

Now drill out the spot-welds securing the in-board 'B' post panels to the inner sill; the vertical spot-weld run securing these panels to the main 'B' posts to the outer 'B' post panel at the top (six welds each side); the welds holding the trim rail supports to the rear floor and finally the welds securing the two closing panels from the saddle panel to the inner wheel arches - these should be drilled out at the bottom and on the wheelarch end only. After cutting through the boot drainage channels, leaving 2" surplus to overlap your saloon lower channel, the whole top deck assembly can be lifted off. You will need an assistant for this as the panels are very flexible and easily damaged. Lay it on its back and carefully disc all flanges clean (**wear goggles**). Don't disc through them!

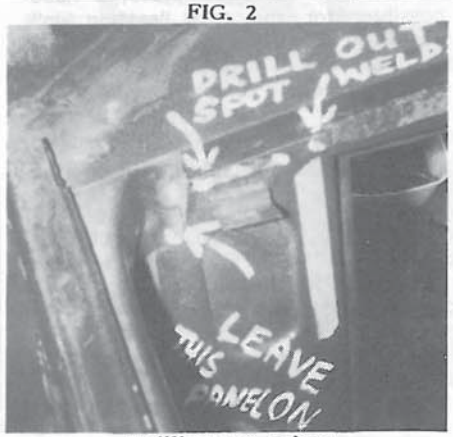
Having carefully disced all surplus metal and burrs off the flanges, derust and paint the underside of the top deck assembly; whilst it is off you have perfect access. Now stick a run of masking tape firmly along the whole length of the rear wing flanges - the reason for this I will explain later in the article.

At this stage, you can now commence operations on your saloon. I would point out one important fact: ensure that your saloon chassis is perfectly sound, also all lower bodywork. Additional stresses will be imposed on these items due to removal of the roof assembly, i.e. a certain amount of body 'whip' and whilst this is normally acceptable, it is better to be safe than sorry. Assuming you have now gained enough confidence, (and also recoved from exhaustion, through drilling out about 150 spot-welds, and hand-sawing about 9 ft of metal!) commence removal of the saloon rear deck. This proceedure is exactly the same as you have just carried out on the convertible, except (and I emphasise EXCEPT) that you now saw off the rear wings top sections ABOVE the flange line, keeping the lower rear wing top flanges perfectly in-tact. Again cut along about 1/32" away from the flange, being careful at each end not to damage any metal below the flange line. Having completed all sawing and spot-weld drilling out operations; remove the entire top assemblies with the help of your assistant, as you won't want to damage the lower wing panels. Clean up all remaining flanges as before, discing down to the fold line only along rear wings. Don't try to

FIG. 1

Drilling out the spot welds:- B-post upper wing.

FIG. 2



Drilling out points for convertible wing to boot bulkhead.

FIG. 3

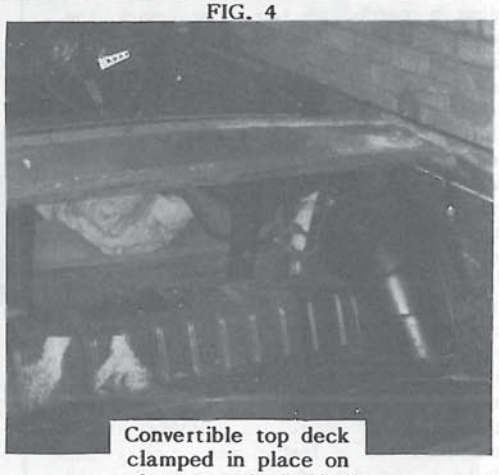
Cutting points for the saloon wing top

remove the old upper flange entirely, or you can end up discing right through the lot and ruining your lower wing. As I stated before, the double thickness of the flanges doesn't affect the end result at all, and in any case, you will have disced the extra thickness virtually away in the cleaning-up process.

Now drill a run of 3/16" dia holes, approx. 1½" apart all along the lower rear wing top flanges, keeping the holes in the centre of the flange width. The convertible rear deck assembly can now be lifted on, making sure you don't damage the masking tape you have stuck along the wing flanges. Make sure that you have about 1/16" overlap on the upper rear wing flange to ensure your body style lines match and align up with the door and bonnet. Also check that the doors close with correct cleances and profiles at the top of the 'B' posts. You may have to close in the flanges here to obtain this; if the clearance is too tight, (allowing for door adjustment at the hinges). If all this is OK, clamp the whole assembly down very securely with 'mole-grips', 'G' clamps etc. Now mark up through your 3/16" dia drilled holes with a good hard lead pencil (most ink markers or Biros won't work properly upside down) onto the masking tape on the upper wing flange. Do this very carefully, making sure that the pencil lead actually marks a nice, clear circle on the taped flange, or else you will curse when you can't find the marks afterwards to drill them out, and if you guess any, your holes won't line up on assembly. With this completed, and when you are satisfied with the fit (it now looks a bit like a convertible, so you should now be inspired!), remove the top deck, drill out the marked holes carefully, and remove the masking tape. Paint along both upper and lower rear wing flanges with cellulose Red Oxide primer, followed by a coating of Waxoyl. All other flanges must be kept clean for 'puddle-welding' together, so if anything, only apply a thin coat of welding primer to these, not ordinary primer, or it will 'flow back' or burn when welding.

You are now ready for final refitting, and when back in position, clamp down as before, and fit small bolts and nuts (with flat washers above and below), preferably brass ones, in case you want to remove a wing for any reason later on. At least oil or grease all the bolts if using steel ones, all along your rear wing top joints. I have used this method as against trying to reweld these joints, as access for welding is rather restricted with amateur equipment, and unless welded properly, would not be safe structurally. Likewise, don't use pop-rivets, they aren't strong enough and will loosen with body movement on rough roads. Tighten down the rear wing top sections progressively, again checking your 1/16" overlap and fit as you go along. Finally, when you are sure everything fits, lines up and the doors close and profile OK, weld the trim rail supports to the rear

FIG. 4



Convertible top deck clamped in place on saloon rear body shell

floor and the saddle panel to the inner wheelarch closing panels, to the flanges on the inner wheel arches. Now 'puddle weld' through the drilled-out spot-weld holes onto the flanges behind, at the top and vertical flanges of the 'B' posts, and tail lamp surrounds. 'Puddle welding' means (to those of us who don't know) welding into the hole and penetrating into the metal behind, but don't burn right through, or you will have an unsightly mess to repair. If using your own arc welder, practice on some scrap metal first - some of your old drilled off scrap will do, until you get the setting right, and the feel of getting just enough weld on without leaving a huge 'blob' to disc off! Next, disc-tidy all your welds and coat over with Red Oxide. I made a cardboard template to ensure the position of the trim rail assembly in relation to the rear wing tops. This was in case the rail broke away during handling, only, and wasn't needed after all, but is worthwhile making in case. The rail should also be parallel to the top edges of the rear wings and should be OK if the two support legs are seated to the rear floor properly. If in doubt, have a look at a 'real' convertible and you will get my meaning.

We can now turn to the hood catch strikers fitted on the top rail of the convertible windscreen (you will have cut this section off complete at the tops of the screen pillars of the convertible donor car, to keep as a pattern). Remove the striker plates and, using a cardboard template, mark the positions of the mounting holes in the panel onto your saloon top screen panel, and centre-punch them. Now drill the holes $\frac{1}{2}$" dia. Make up two plates about 3" x $1\frac{1}{2}$", x $\frac{1}{4}$" thick; mark centre-punch and drill and tap two holes in each plate, to suit the striker plate mounting shoes. To get these tapped plates into the panel, you will have to make a slot in the top edge of the panel. Drill a short row of 5/16" dia. holes and file them out into a slot just enough to get the tapped plate through. I suggest you hold the plate with a length of masking tape round it, hung through the slot to avoid dropping it inside the panel. Holding it in position with a flat blade, mount the strikers and fit the screws. The $\frac{1}{2}$" dia. holes in the panel will allow strikers to move enough for adjustment purposes. The slots in the top of the panel can now be filled, using Isopon, with a backing strip slid under the slot. Cut off the two saloon roof mounting lugs and disc clean: trim off the door welts and fit the small, chrome cappings (taken from the convertible) to the ends of the flanges (they are only held on with a single 'self-tapping' screw).

Drill off the hood frame pivot plates from the old convertible 'B' posts, having first made a cardboard template to reposition them correctly, and fit them to the saloon 'B' posts by means of a couple of drilled holes and two small nuts and bolts. When your hood and frame are fitted and aligned so that it opens and closes and fastens correctly weld these pivot plates in position. You may need to adjust their positions slightly, during frame fitting, so don't weld them on first and clamps will slip, so don't use these. **N.B.** The hood and frame are heavy.

I forgot to mention that if the convertible rear seats and casings are tatty or the wrong colour, you can recover them using the trim and seat coverings from your saloon rear trim

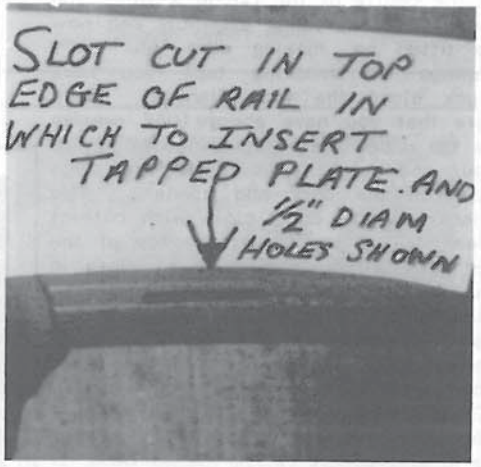


FIG. 5

Slots in top of windscreen rail to take hood catch securing plates.

and seats (this can be a nice indoors job on cold, frosty, winter nights!) and there is more than ample material on saloon seats to do the job.

That about completes it, except for trim and paint, which you do to your own requirements and standard. However, I would suggest you get paintwork done before fitting a new hood and refitting trim and seats etc., to avoid overspray damage and excessive masking up. Good luck with your project and, if you need further advice, ring me any evening on **Hinckley (Leicestershire) 212554.**

I am now thinking of converting my 'conversion' to a 1600 Vitesse convertible, leaving my 13/60 rear drive train and suspension intact, in order to tow my caravan (13/60 diff. giving a slightly lower towing ratio?). It already has a 1600 Vitesse bonnet - so that's a start! Any ideas on such a conversion would be very welcome.

LEN PIT - **83/6294**

This short article should be read in conjunction with Len Pitt's article on a 13/60 saloon to convertible conversion. Hopefully, it will help those of you who are not fully familiar with panel names.

The hood frame of the convertible attaches to the B-post inner panel; the other additional B-post associated panels add extra strength and rigidity. There are also a number of small (but important) reinforcement panels (i.e. waist to wheelarch; centre deck; side deck, wheel arch, wing) which will be obvious when you are cutting out the convertible panels and comparing these to those on the saloon. These should be removed with the convertible panel they are attached to.

FIG 1

Rear Body Panels
(saloon condition)

- inset: convertible B-post panels.

- see Table 1 for key.

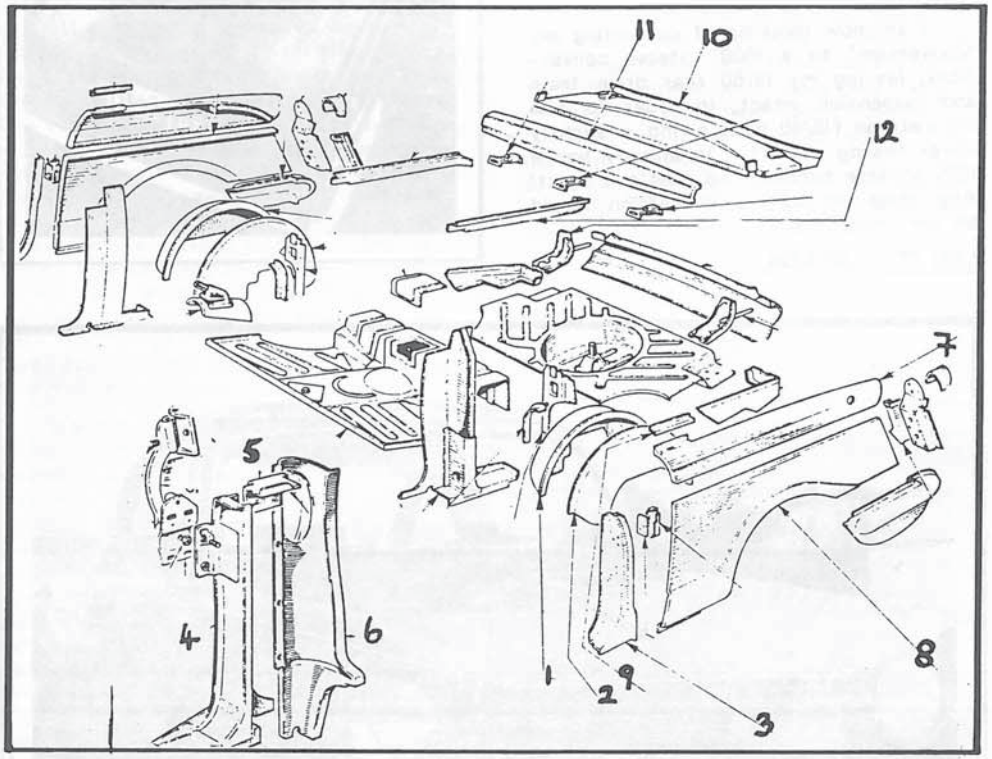


TABLE 1

Herald convertible and Saloon - Panel Differences.

1. Inner wheelarch.
2. Outer wheelarch.
3. B-post.
4. B-post inner panel.
5. B-post filler panel.
6. B-post closing panel.
7. Upper wing panel.
8. Lower wing panel.
9. Panel upper wing to deck.
10. Rear deck.
11. Rear deck front edge.
12. Waist rail.

Panels 11 and 12 are not found on the convertible. Panels 2 - 7,9,10 differ between saloon and convertible.

THE 900 MILE ROUND BRITAIN TEST 13/60 CONVERTIBLE

I once had a Vitesse, mean, of breeding; it went SNICK into gear, HOWWWWL ... into the distance; flash of Royal Blue, glint of alloy sunflash among the trees. YET, syphon of petrol, zip of notes, could I have ever, this feeling with lots of miles, less notes ... less notes on fire liquids ... more for new parts, healthy car ... was it possible? Fibre special ... variations. IT had to be Triumph ... flint of chunky cast letters ... of breeding, rare ... IT had to have a VEE bonnet, in rain ... those beads of water from tapering folds lightly cresting onto the windscreen (ever noticed that?). Only one answer ... HERALD 13/60 CONVERTIBLE ... roadster ... drophead coupe ... tourer ... soft top ... Spyder ... overnight bus ... silver bird ... twilight walk, same address as the advert: one owner, 48,000 miles, Pirellis, spare smells of brand new, hot mounded rubber, factory jack, tool kit, full and half tonneaus, reserve over its Saffron tone; TAR 770J. Purchased, almost like new 14 years on.

Glance at map ... dented overrider ... zag ... into gear ... RORRRRT into distance, spilling leaves ... liquid gold flash below sad grey of Luton Town, yellow lines to red lines ... 65mph. ROMFORD ... WEBS ... FARNAHM ... SURREY ... brake, slide, tug of the wheel, stretching suspension ... over the bridge, rain river, lightening crackle ... thatched cottage sleeps in mist ... down with windows, hood flap ... lovely town of Winchester. Temperature just short of centre, no oil loss, no performance drop, no diff or drive wear ... silent speed ... birds call, Gillian to Alresford. Country pub ... ceiling of burnished brass, ebony wood, laughter, chink of glass ... crackle of smouldering elm wood. Evening: lights work! Cosy lamp in centre of dash (ever noticed that?). Morning ... crowds ... bobbing flags ... camouflage ... rope ... smell of sausages ... pound of gleaming thoroughbreds all for sale ... monorail ... green fields, Beaulieu '84.

THEN, away: New Alresford, Old Alresford, village green - POWWWLLL past furrowed farmland, field of rusting wartime armour ... Woolpack Inn at Swarraton, through an arch of trees; TR4A salutes as it grabs past. Below and to either side the rolling greens and autumn colours of the entire county of Hampshire. White road ... roaring to a halt ... down with the canvas, fresh air, nature in sound, a russle, a shrill echo and crow call. An XR3 bounces past ... a four-door granny bus with rubber lumps ... I gave up speed selling the Vitesse; I'm now in the 'Elite' bracket, the top-class car driver ... the living classic, not all zip but certainly proud. TRIUMPH ... AH ... Candovers ... Broadmere, swans gliding on pools ... Newbury ... Abingdon ... on she goes, Bicester, Banbury ... MI ... M62; spells in the fast lane, leaving all away, Stirling Tullibody ... Alva ... at last a tick of hot cooling pints and a rest.

Clear the dust, glimmering colour restored ... dipstick ... water ... nothing to add. Heather, straw, dust, insects, all wash away ... the journery vivid upon the past ... CRINCH of bendix, burble of four-pot ... away, like a period still she waits under the Lancasters wing, Strathallan Air Museum ... grass strip ... does the Merlin howl remind me of a certain car sound? Up the toadstooled path to Crathes Castle, onto the tarmac of Aberdeen: wide streets a million varieties of automobile ... one golden old Herald darting her way, the photos taken, I buy an oil painting of golden trees by a stream ... clunk, CLUNK, she goes up the ferry ramps, Shetland awaits, enclosed in steel deck, wishbones move to the sea ... chrome sharp, 900 miles ... 900.

MIKE THOMAS
SHETLAND

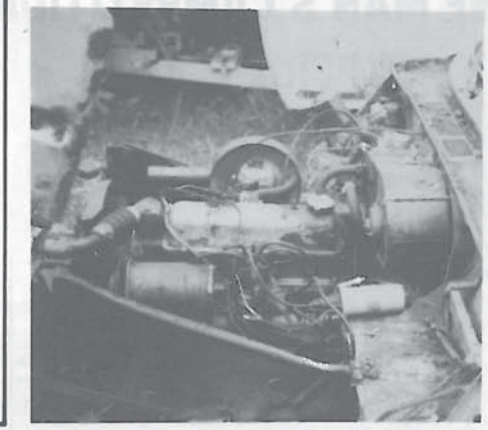
TALE OF TWO 13/60'S

Why did they ever stop making the Herald? Even today, 13 years after production has ceased, the Herald 13/60 is a popular car. Many family cars of the same age are dying out, like the Humber Sceptre, Hillman Minx, Austin 1100/1300 (even the ones badged MG), Vauxhall Viva etc., people would not dream of paying large sums of money for these now, let alone restoring them. The 13/60, last of a popular range, had a lot going for it, which is probably why it is still so popular today. It is in many cases the ideal students car. I think it is obvious why - a four-seater (just), sporty little convertible, cheap to run (insurance and maintenance) and probably the best DIY mechanics car in the world.

Mine is a story of a convertible and a saloon: back in 1982, then a poor student, I was in need of my first four-seater car (having just passed my test by learning to drive in a Reliant Regal van). After noticing an advert. in the local Thames Valley Advertiser, but knowing nothing about the Herald, the fact that the car was mobile and a convertible car was enough to make me buy it - even without an MOT. I towed it 30 miles home to Camberley, where I began the important things like polishing it and driving it around in my parents front garden. A trip to the local garage for an MOT revealed a fault in every section, for example every outrigger (except two) were rusty; the wiring was incorrect and all trunnion bushes were worn etc. Dishearted, I set about getting things right. The next six months were spent repairing it in MOT failure order. Apart from welding all the outriggers, my father and I were able to get the jobs done between us. This took much longer than I anticipated and, having fallen in love with Heralds, I took the opportunity of purchasing a very tatty 1200 convertible that had some tax and MOT. This car only cost me £60 but when I had finished with it, it was a complete wreck. This was then sold to Ken Rodmell, the Hants & Surrey Area Organiser, for £25 and is being totally re-built (but that's another story which I will tell another time). At the end of March 1983, and now a member of the Triumph Sports Six Club, I eventually got an MOT on the 13/60 convertible, AMK 40H, commonly seen with the registration number adjusted to A MK4 OH! (It is a MK4 Herald, if you count the 12/50 as a model). Far from being perfect but now legal, I took to the roads in earnest. With the summer months ahead, the anticipation of wind-in-the-hair motoring had me very excited. I was very proud of AMK at my first Triumph Sports Six Club show, the South of England Meet at Syon Park.

I will return to the story of AMK later. At this stage I decided that my nagging girlfriend call Caroline, who was driving around in a Ford Escort, needed teaching a lesson - enter 13/60 saloon EPL 935J. This Herald saloon had had a brand new £220 engine fitted; then just 80 miles later, it failed it's MOT and had been dumped on a drive for a year. The rust was just starting to come through, but the engine started first time. It had four new tyres and was generally in good condition. I snapped it up for just £60 and, after a little cleaning and welding, it became the Escorts replacement. My girlfriend has now passed the car on to her sister and drives a Spitfire instead, but EPL is still going strong with very little maintenance and was definitely preferred to the Escort.

Back to AMK: far from being perfect, AMK was a real work-horse in regular use but with my rather erratic driving, it rapidly went downhill, even though it had constant work and plenty of bits and pieces added, for example a replacement engine, three gearboxes (not all at once!), a differential, bonnet, doors, dash etc. the interior has been changed to red and the hood is white, both previously black. She has had a respray (by myself with the aid of an electric spray-gun costing £30) to Royal Blue with a white flash. Last summer she had white-wall tyres, this summer it is wire wheels and the longest I have had to take her off-the-road for is one week. I certainly do not believe the only good 13/60 is an original one because, using it as every day transport, I like to have the car looking as I want it to look and with so many Vitesse and Spitfire bits compatible with the Herald, style can be very personal.



After blowing up the engine recently on the M4 and with the rust starting to show on the body-work, I have decided to take the body off and rebuild AMK to make her a solid, reliable car, but not concours. I will also take the opportunity to fit a MKIII engine and overdrive. In the meantime I will have to make do with driving a MKIV Spitfire - not a bad alternative. Thanks to the Triumph Sports Six Club for making every-day transport a hobby and an obsession.

JUSTIN BARWICK
GLOUCESTER AREA ORGANISER

ONE MAN'S COMPETITION EXPERIENCES IN A 13/60

We all have our individual ideas about cars; my simple philosophy is that they are to be used, enjoyed and a sauce of FUN. To do this, they should be open and preferably red. We acquired a Signal Red 13/60 convertible in March 1982 from a dolly blonde, named Patsy, who had been the owner for nine years, during which time she had married, done her bit for England by producing a son and very reluctantly decided her beloved Herald was impractical, so needed a new home. Our 1600 Vitesse convertible was reaching the stage where it "needed work", so we took the opportunity of buying Patsy's Herald, to be used every day by my wife, Suzy, through Taunton to minister to the sick and aged.

What the devil has this got to do with competition experiences, you may well ask. The answer is that, quite simply it takes a while for the seeds of an idea to germinate and while using GNU 899H (subsequently re-registered RAF 222) through 1982/83 I found it a delightful car to drive, lacking the torque and ooomph of the Vitesse but better balanced handling-wise, so decided it would be fun if it could have more 'go'.

I was very fortunate in meeting one Tim Stiles, who lives in the next villiage. He is a schoolmaster by profession: a motor sport enthusiast and demon engineer at heart, who used to compete successfully in the South West, with a Spitfire-engined Standard 8 and a Vitesse MKI convertible. Tim warmed to the idea of a "Q car" Herald that would go considerably better than it's standard appearance would lead you to believe and add to the fun by being used in competition, within a limited budget.

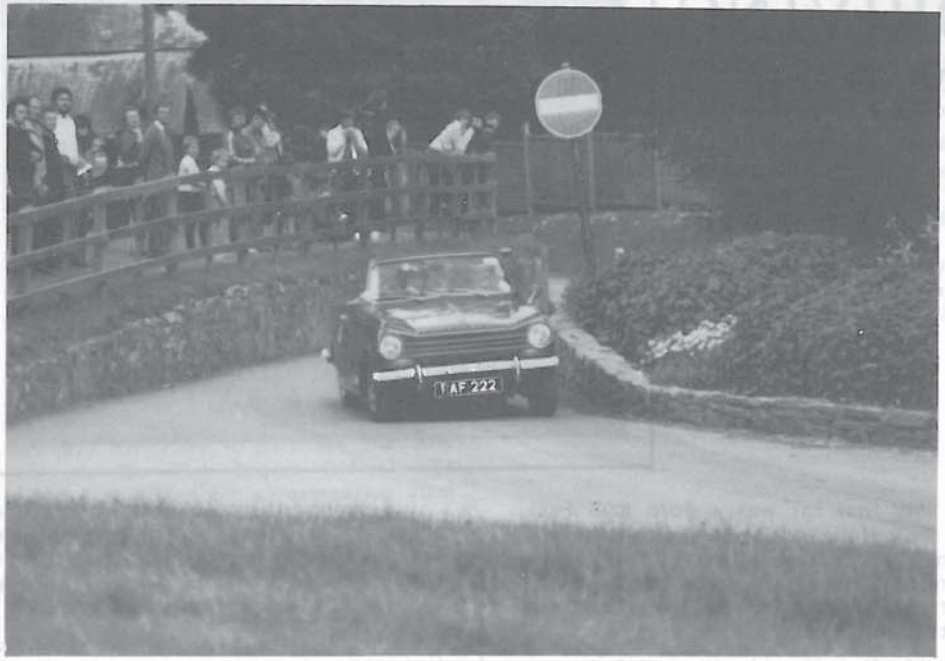
By last Autumn at 85,900 miles, RAF 222 was suffering from the popular 3½ cylinder disease, so we decided the time had come to perform surgery. Tim enlightened me to the tuning potential of the 13/60 engine with it's 8-port head - much more responsive to tuning than earlier 6-port head engines. Believing it is best to do a job properly once we, consulted Sid Hurrell at Triumphtune and explained we needed an engine suitable for mild competition use, yet most important, retain good low speed and mid-range torque to enable Suzy to use the car every day.

Sid duly supplied us with a mild cam, big valves, new valve guides, springs and followers, which reflected his years of experience. Tim rebuilt the engine, rebored + 60, using the original crank and flywheel, new shells and overhauled oil pump. The cylinder head was machined to take the big valves and the combustion chambers and ports polished to a near mirror finish - most important this!

A Spitfire overdrive gearbox was bought locally and fitted, using the original propshaft (shortened) and the engine run-in on the original carburettor end manifold. Even so, extra power was immediately apparent throughout the range and overdrive pulled from 50 upwards. A four-branch exhaust manifold was acquired through The Courier and twin 1½" SU's from a crashed Triumph 1500. Tim bolted these on after 1,000 miles, together with the end exhaust pipe from a Vitesse 1600 and MG Midget straight-through silencer.

I had intended the first competitive event to be at the Gurston Down Hill Climb in June but when I discovered a clapped driveshaft on my TVR the night before the Cricket St Thomas Hill Climb in May, the Herald was substituted, even though no suspension mods whatever had been carried out (!). The great thing about hill climbs and sprints is that you are competing against the clock and the course, so you can drive as hard as you choose - unlike racing, when you can become the innocent victim of someone else's misadventures.

Cricket has one particularly nasty right-hander with adverse camber, not exactly ideal for our swing-axle cars and also a hairpin which really needed first. I held second but driving with this in mind and also the fact the engine had



not yet covered 2,000 miles, I recorded a time marginally over 50 seconds within 2 - 3 seconds of several other people in Escorts and modern machinery, so I felt well pleased. Significantly several people came up to say they had never seen a Herald compete; they used to own one; what a marvellous car it had been and were very pleased to see one "having a go".

At Gurston Down in June we had fitted Spax adjustable shock absorbers to the rear and inverted a spring leaf to alter the camber and make the rear sit lower. Gurston starts downhill into a left-hander, which again needs caution and using a few more revs but still lacking a rev. counter, I recorded a time just over 51 seconds - 1½ seconds slower than the slowest Vitesse and some 5 seconds behind the fastest one. I was pleased with that and most important of all, had had a really enjoyable days sprint.

Future outings are planned (at the time of writing) to Gurston Down and Oddicombe in October; then, through the winter, there will be more development on the car, such as fitting Vitesse discs, uprating the front suspension, fitting a rev. counter, oil cooler and temperature gauge and possibly some wheels and tyres for competiton use. The Herald is now a tremendous fun car, very tractable and pulling overdrive at 50mph if you wish; yet let it breathe and it snarls up through the rev. range to 80 - 85 mph in overdrive third - great for overtaking - at which speed it will cruise all day in overdrive top to the surprise of many, as it is totally standard externally.

Any of you who have been hesitating whether or not to have a go in competition I hope will be encouraged by my experiences to take the plunge - it need not cost a fortune, can only increase awareness and interest in 'our cars', which has to be a good thing - above all, it is great fun, which is what motoring is all about.

NEVILLE HEATH, SOMERSET

DRIVING FORCE

My first car was a Ford 100E back in 1963, followed by a British Leyand Mini - as you will observe, my initial purchases were rather non-descript cars but my yearning for a Herald had not yet materialised.

My first Herald was a 1200 Estate, which was a super little car. What I like about 'our' Heralds is the ease which we can service our machines and the fact that the body panels are all bolted together and, of course, the good, solid chassis.

There used to be a secondhand car dealer in Swindon, who imported a lot of cars from the Channel Islands and one Saturday afternoon I happened to be driving past his premises and saw a grey 13/60 Estate on his forecourt. I stopped and had a good look around it and then dashed home to talk over the idea of part-exchanging my 1200 with my wife, Valerie. Within the hour the 13/60 was mine.

Being imported from the Channel Islands, the car had only done about 3,000 miles and the engine was very sluggish through being driven all the time at 30 mph around Jersey; liberal amounts of Redex helped loosen it up though. The two doors had been sprayed in Gun Metal Grey while the rest of the car was in Slate Grey. As I do my own spraying I soon corrected this and now the car is entirely Slate Grey.

Being driven around Jersey for about 4 years one would have thought that rust would have taken a hold, what with being so close to the sea all the time, but it was entirely free of rust.

In 1975 we took the car over to Normandy for a week and toured extensively but we could only get as far south as St Malo and back in one day, as we had rented a bungalow in the small port of 'Port en Bessin', not far from Bayeaux.

Now for the car itself: the body-work and chassis is all original and as soon as I acquired the car I undersealed it. I regularly remove the panels, such as sills, rear and front panels and check for the dreaded rot. The remedial work is done and then the panel is re-undersealed. The inside of the doors and rear wings and tailgate have been Waxoyled. The car is now 14 years old and I have recently noticed that the sandwich of the door treads is being pushed apart by rust, so new door treads will be fitted shortly. Up until now the car has been easy to maintain bodywise, but as each year passes the work must get harder. I have the car Crypton-tuned two or three times each year and any weaknesses that are found are put right, such as the coil, dynamo brushes, points, etc. I have tried to keep the car original but no carpet is expected to last 14 years and I have replaced it with ready-made carpet from a firm in Liverpool. The only concessions I have made away from the originality is the fitting of a wash and wipe on the tailgate and hazard warning lights. The white rubber bumpers used to have a problem with leaving white powder marks all over my trousers until I was given a tin of white , rubberised road paint and it's given my bumpers a new lease of life. The tyres were originally cross-ply and I have kept to them. The local garages do not stock many now but tell me that they can get them if I want them. For the last MOT I had to fit a new, lower trunnion on the nearside steering so the first signs of wear are beginning to show.

When I had the car first there was a large tear in the roof lining at the very back, near the interior light and I was very fortunate to purchase the only new one the Club Spares Officer had and had it fitted by a restoration firm in Abbington near Oxford. This firm concentrates mainly on MG's, but will take on other marques.

It's a constant battle keeping it in concours condition: there is always some improvement you can make and by studying the judges score sheets you can see where they've marked you low.

Don't think that a concours condition car languishes in the garage between shows, mine certainly doesn't! It's a working car in the fullest sense: I think I've carried about everything in the back from sand, cement, hardcore, to timber - with the appropriate safety measures against damage to the interior, of course!

J CARTER

APPRECIATING CLASSICS

I bought my first Herald VWJ 696F from a friend at work. It is an early valencia blue saloon, and looked really nice when I bought it. It had been looked after and had gleaming paintwork and was really clean inside. With 86,000 miles on the clock it started first time in all weathers and never missed a beat on trips to the South West, often fully laden: we are a family of four. However, I did note at the time that the suspension (front in particular) was showing signs of wear. When the MOT test loomed on the horizon in October 1981, I began to take a really good look at VMJ and discovered that although the car had been washed and cleaned regularly, the underside had been neglected. After removal of much road dirt, many rust holes were found in outriggers, 'A' posts, rear body sections and many other places familiar to other Herald owners, and I decided to rebuild it to the astonishment of friends and family; the cries of "it will take too long; it will cost too much; you will never finish it; bank clerks are supposed to play golf etc., etc., etc." are still ringing in my ears. I had only ever replaced a Mini sub-frame before but most jobs were surprisingly easy with the correct tools, perseverance and patience. It was also a lot cheaper than I imagined, most of the cost being in labour and elbow grease. I employed a welding friend to replace all the outriggers and side rails (a joint operation to save money), and then the body was removed in sections for plating, and stored in pieces at the bottom of my too small garage.

Meanwhile, I had a bare chassis, and as everything was easy to get at I replaced the complete braking system, using Kunifer pipes and fitted nes front spring damper units and rear dampers (quite cheap from Transpeed), trunnion bushes, universal joints, suspension bushes, front trunnion dust seals and repainted the chassis and repaired body sections many times. Finally I gave them all a coating of Waxoyl. Anyone contemplating rebuilding a Herald, take heart and do it: I bet there isn't an easier car to work on once the rust bug had been eliminated. The main problem is cutting off outriggers and rust patches and welding parts back on. I know, I tried it. If you employ someone to do this for you the rest is plain sailing. The body does not have to be taken off to do this job, I just wanted to do a thorough job. Indeed, keeping the body on will eliminate what was my biggest headache, namely lining up the bulkhead and rear end in such a way that the doors fit. I managed it but what a job!

John Lindsay supplied me with a good, used bonnet: many small parts were picked up in scrapyards and through 'Wanted' ads. in the evening paper and some parts, such as brakes, suspension and riggers, I bought new for obvious reasons.

I splashed out on a professional respray, and now it is a very nice car. The ride had improved 100%, but I am left wondering when the engine will need attention. With 100,000 miles under its belt it shows little signs of wear.

In January 1983, I bought a 13/60 damson saloon registration number DWB 540H for £30 for spares. It has low mileage and was really clean inside, but the rust bug really had a hold. After removal of lights, wiring, dash etc., these were stored in my attic and a van hired to throw the body away. It really was in a bad state. I was left with a rolling chassis needing new riggers. As luck would have it a Vitesse MKII saloon shell turned up locally in really good condition. This was purchased for the princely sum of £10 and duly fitted in place. A fellow Club member and kit-car builder broke this immaculate Vitesse up - no comments!!

Anyway the bodyshell has kept a

Herald alive at least. DMB has received treatment similar to VWJ but it isn't authentic in any way, as it is built from parts that I managed to pick up. It has a 13/60 chassis and engine, Toledo gearbox and Vitesse body and valances. Getting a bonnet has been a problem though, and when DWB was recently put into use I fitted VWJ's bonnet and front valance. VWJ is now laid up waiting for a new bonnet. Has anyone got a good steel or glass-fibre one at a reasonable price? If so, please 'phone Sheffield 874094.

I did not fit the Toledo gearbox myself but I assume that it was fitted by using a Toledo front propshaft yoke in place of the Herald one in order to mate up with the larger output flange. I read in The Courier recently of someone fitting a Toledo gearbox with a modified output flange, but by using a Toledo yoke the method is simpler and cheaper I would imagine, since the universal joints are the same size.

DWB is a much better car than VWJ because the doors fit much better, the interior is pristine, it has wooden Vitesse door cappings, the brakes bit immediately and it has an altogether tighter feeling when driving. The respray cost £250 and is really nice being damson. DWB will be laid up every winter and, hopefully, in years to come it will appreciate in value. It is sad to relate but no one gets very enthusiastic about saloons yet, and good saloon body parts are very cheap, even though they are scarce, compared to the inflated prices for equivalent convertible items.

Anyway, there is the story of 13/60 saloons, well one 13/60 saloon and one hybrid (13/60 based). Not remarkable by any means but I like them and maybe I have prompted fellow members to keep their cars on the road when the scrapyard is looming. Rebuilds can be done in all sorts of ways - how about a rolling restoration (see Practical Classics and the story of an old Ford Prefect). Talking of scrapyards, there aren't many Heralds in Sheffield area scrapyards nowadays, in 1981 they were full of them! Are they getting so

rare or are people begining to appreciate them as classics, which they surely are.

Date Reg.	VWJ 696F	DWB 540H
	16.7.68	13.2.70
Chassis No.	GE21980DL	GE61012DL
Engine No.	GE23893E	GE68798HE

Written by Mick Wain

THE LATE' 13/60 HERALDS

There are a number of differences between 'late' and 'early' 13/60's. Unfortunately, not all these changes occurred simultaneously and, to make things even more difficult, we have not been able to find records of commission numbers for all the changes. These changes can be considered under three categories: centre body section and ancillaries, engine and miscellaneous ancillaries.

i Centre Body Section and Ancillaries

The major change to this section was in replacing the windscreen surround and front deck assembly (part number 902302; saloon, estate. 901980; convertible) with 625724 (saloon, estate) or 625734 (convertible). Superficially these differences are small; the holes for the windscreen wiper drives are further apart on the later assembly! This change, which was probably to rationalise parts with the Vitesse, Toledo and 1300 FWD, meant that the wiper motor, wiper wheelboxes and rack and wiper arms and blades also change. These changes occurred at body numbers (plate on RH of bulkhead): GET 28836 (saloon), RET 8681 (convertible) and EET 9034 (estate).

Another change that occurred, probably late in the production run (1971 only?), was the fitting of a steering lock/ignition switch. The steering column upper assembly (140755) was replaced with 141625 and the steering column cowl assembly (154177) with 614122. The column clamp was also replaced. With this change the dashboard was altered and no longer had a hole for the ignition switch in the switch finisher plate (621507 replaced by 621543).

ii Engine

Two main engine types are found in 13/60 Heralds; early 'small crank' engines are prefixed GE and later 'big crank' engines are prefixed GK. The major differences between these engines are listed in **Table 1.** The GK engine is also found (under a different prefix) in Toledos and 1300 Dolomites.

It is also worth recording here some of the many items that are the same between the two engine types: engine mounting plates, flywheel, sump, cylinder head (a number of head types are fitted but they do not coincide with the change from GE to GK), rocker shaft, rocker cover, camshaft, timing chain tensioner, pistions and oil pump.

iii Miscelaneous Ancillaries

Metal grill bars were fitted up to commission number GE69234, later cars had plastic bars. These are still available for the princely sum of £1. The flasher/sidelights were also altered 'somewhere in the production run'. On early bonnets the lenses were fully interchangeable from side to side. On later cars a more rounded glass is used, which is handed; all other parts of this sidelight assembly are not handed. The glasses can, in practice, be fitted on either side of the bonnet!

The petrol tanks on early cars had a capacity of 6½ gallons (1200cc type) and had a 'six screw' fitting for the sender unit. Later cars have a 8¾ gallon (Vitesse type) tank; either with a 'six screw' or 'locking ring' fitting.

Compiled by John Kipping and Chris Longhurst

If you are reading this magazine and you are not a member of the Triumph Sports Six Club Limited, but would like to join, send a large S.A.E. to:

The Membership Secretary
24 Prince Rupert Avenue
Desborough
Kettering
Northants
NN14 2PH

TABLE 1

GE AND GK PREFIXED 13/60 ENGINES

PART	PART NUMBER*	
	GE PREFIXED	GK PREFIXED
Engine (8.5:1 CR)	516388, 517717	519219, 519220 (UKC 8632)
Decoke set (gaskets)	(GEC 182)	(GEC 116)
Full gasket set	516389	514898
Crankshaft	307422	308737
Main bearing	140111	149082
Thrust washer	144781	144192
Thrust washer shim (.006)	27138	145276
Thrust washer shim (.004)	27110	145275
Con. rod and bearing cap	146543	146454
Big end bearing	138211	149081
Crankshaft chain wheel	100431	119389
Crank end oil deflector	100447	119396
Pulley wheel	202465	217108
Crank nut	128058	155357
Timing Cover	201311	217308
Oil seal	100499	155695

*supercession numbers in brackets