

The Motor Road Test No. 12/59

Make: Triumph

Type: Herald Saloon

Makers: The Triumph Motor Co. (1945), Ltd., Coventry.

Test Data

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CONDITIONS: Weather: Fine and warm with light wind. (Temperature 54°-60° F., Barometer 30.38-30.30 in. Hg.) Surface: Dry tar macadam. Fuel: Premium grade pump petrol (approx. 96 Research Method Octane Rating).

INSTRUMENTS

Speedometer at 30 m.p.h. ... 7% fast
 Speedometer at 60 m.p.h. ... 6% fast
 Distance recorder ... Accurate

WEIGHT

Kerb weight (unladen, but with oil, coolant and fuel for approx. 50 miles) ... 16½ cwt.
 Front/rear distribution of kerb weight 52/48
 Weight laden as tested ... 19½ cwt.

MAXIMUM SPEEDS

Flying Quarter Mile
 Mean of four opposite runs ... 70.9 m.p.h.
 Best one-way time equals ... 72.6 m.p.h.

"Maximile" Speed. (Timed quarter-mile after one mile accelerating from rest.)
 Mean of four opposite runs ... 69.8 m.p.h.
 Best one-way time equals ... 71.4 m.p.h.

Speed in Gears

Max. speed in 3rd gear ... 57 m.p.h.
 Max. speed in 2nd gear ... 33 m.p.h.

FUEL CONSUMPTION

48 m.p.g. at constant 30 m.p.h. on level.
 44 m.p.g. at constant 40 m.p.h. on level.
 38½ m.p.g. at constant 50 m.p.h. on level.
 33 m.p.g. at constant 60 m.p.h. on level.

Overall Fuel Consumption for 1,045 miles, 30.3 gallons, equals 34.5 m.p.g. (8.2 litres/100 km.).

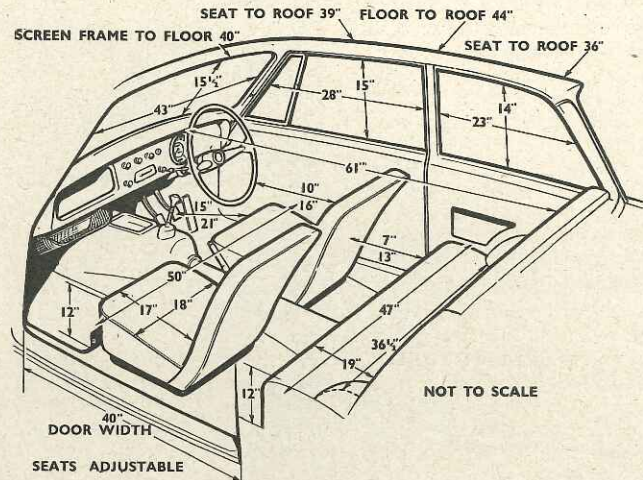
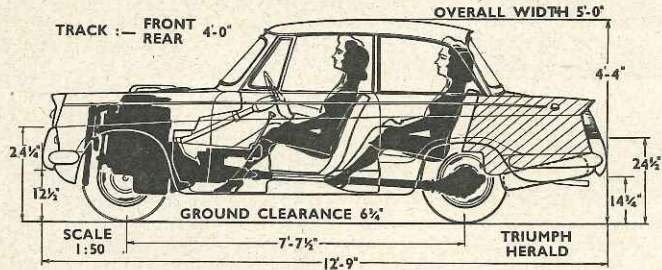
Touring Fuel Consumption (m.p.g. at steady speed midway between 30 m.p.h. and maximum, less 5% allowance for acceleration) 36.4 m.p.g. Fuel tank capacity (maker's figure) 7 gallons (incl. reserve).

STEERING

Turning circle (maker's figure) ... 25 ft.
 Turns of steering wheel from lock to lock 3½

BRAKES from 30 m.p.h.

0.96 g retardation (equivalent to 31½ ft. stopping distance) with 85 lb. pedal pressure.
 0.88 g retardation (equivalent to 34½ ft. stopping distance) with 75 lb. pedal pressure.
 0.56 g retardation (equivalent to 54 ft. stopping distance) with 50 lb. pedal pressure.
 0.28 g retardation (equivalent to 108 ft. stopping distance) with 25 lb. pedal pressure.



ACCELERATION TIMES from standstill

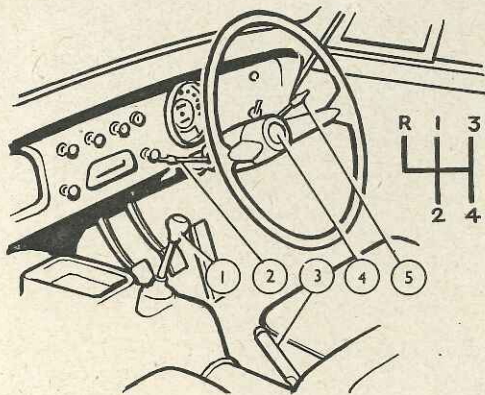
0-30 m.p.h.	...	7.2 sec.
0-40 m.p.h.	...	12.1 sec.
0-50 m.p.h.	...	19.2 sec.
0-60 m.p.h.	...	31.1 sec.
Standing quarter mile	...	24.6 sec.

ACCELERATION TIMES on Upper Ratios

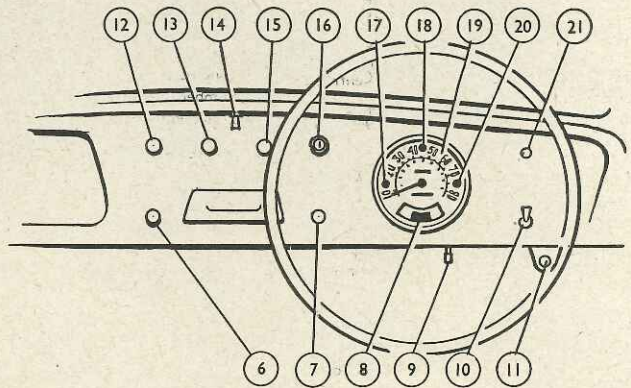
	Top gear	3rd gear
10-30 m.p.h.	14.1 sec.	8.9 sec.
20-40 m.p.h.	12.7 sec.	8.6 sec.
30-50 m.p.h.	15.1 sec.	11.9 sec.
40-60 m.p.h.	21.1 sec.	—

HILL CLIMBING at sustained steady speeds

Max. gradient on top gear	1 in 12.4 (Tapley 180 lb./ton)
Max. gradient on 3rd gear	1 in 8.1 (Tapley 275 lb./ton)
Max. gradient on 2nd gear	1 in 5.5 (Tapley 400 lb./ton)



1, Gear lever. 2, Lights (dip/main/side) switch. 3, Handbrake. 4, Horn button. 5, Direction indicator switch. 6, Heater temperature control. 7, Heater air distribution control. 8, Fuel contents gauge. 9, Trip adjusting knob. 10,



Heater fan switch. 11, Screen washer button. 12, Windscreen wipers switch. 13, Side and panel lights switch. 14, Interior light switch. 15, Choke control. 16, Ignition and starter switch. 17, Oil pressure warning light. 18,

Headlamp high beam indicator lamp. 19, Speedometer and distance recorder. 20, Dynaflo charge warning lamp. 21, Direction indicators warning lamp.

The Triumph Herald Saloon



A New Small Car with Many Outstanding Features

ELSEWHERE in this issue we publish a full description of the new Triumph Herald. Here we report on our experiences of more than a thousand miles on a pre-production example of the saloon model. Before individual details are considered at length, a quick summary of the outstanding impressions of the Herald will be of interest. These were the unusually quiet and effortless performance for a saloon in the one-litre class, the very comfortable ride, the light steering and quite surprising turning circle, the very good handling characteristics, the wide range of vision and, above all perhaps, the essentially likeable character of the car as a whole.

Now for a more thorough analysis. The general performance of the engine is already well known because the unit used is, in fact, the normal 948 c.c. Pennant engine, but it was interesting to see how this unit fits into its completely new surroundings. In the first place, it is particularly smooth and quiet, the only exception being a very slight suggestion of drumming from 50 to 55 m.p.h., but this period is noticeable only because the car is so pleasantly quiet and effortless elsewhere in the range. A true 60 m.p.h. is, perhaps,

the best cruising speed of all, with the willing engine, the low level of wind noise and the good suspension combining to give the impression of a much larger car. So, too, does the unusual top-gear flexibility. Acceleration is well up to the current standards, as the stop-watch figures testify.

Second gear is, perhaps, slightly lower than some enthusiasts would like, but the choice will undoubtedly please the average driver because starts from rest in this gear call for no finesse and first gear can be regarded purely as an emergency ratio. In this connection, it is worth recording that neither Bwlch-y-Groes nor the Hirnant Pass in Wales called for bottom gear when tackled with a load of two plus week-end luggage.

Fuel-consumption figures reveal a satisfactory standard of economy and in this connection it should be pointed out that the overall figure, inevitably, represents the hard driving to which a test car is always subjected. Other features of the

SEEN here on the coast of Wales, the Herald saloon shows its crisp, distinctive lines. This test model had left-hand drive, but interior illustrations are of an r.h.d. model.

engine include easy starting, quick warming-up, and an entire absence of pinking on normal premium-grade fuel. Outstanding is the accessibility of the unit, due to the entire nose of the car hinging forward for engine attention.

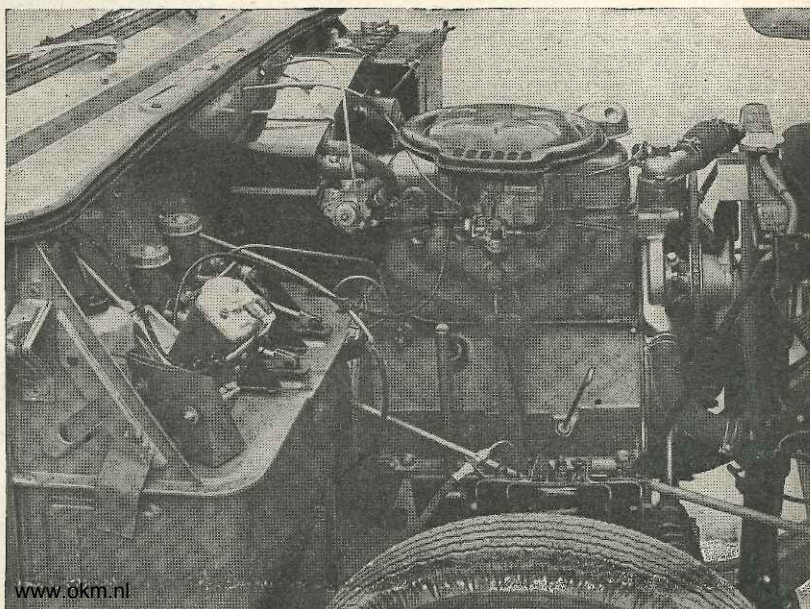
A central remote-control gear lever earns the greatest approval, both for being placed exactly where the driver wants it and for providing quick and fool-proof changes, whilst a press-down arrangement prevents accidental engagement of reverse without making that ratio difficult to find in a hurry. Indirect-gear noise is very unobtrusive and the inboard-mounted final drive is almost inaudible.

Braking reaches a high standard, with light pedal pressures giving retardations of rather better than 1% for each pound of

QUITE exceptional accessibility to engine, accessories, steering and suspension is provided when the spring-balanced front body structure is pivoted forward on its hinges.

In Brief

Price £495 plus purchase tax £207 7s. 6d., equals £702 7s. 6d.	
Capacity	948 c.c.
Unladen kerb weight	16½ cwt.
Acceleration:	
20-40 m.p.h. in top gear	12.7 sec.
0-50 m.p.h. through gears	19.2 sec.
Maximum top gear gradient	1 in 12.4
Maximum speed	70.9 m.p.h.
"Maximile" speed	69.8 m.p.h.
Touring fuel consumption	36.4 m.p.g.
Gearing: 13.25 m.p.h. in top gear at 1,000 r.p.m.;	
26.6 m.p.h. at 1,000 ft./min. piston speed.	





The Triumph Herald

LARGE windows give the Herald saloon (seen here in right-hand drive form) a very light interior. The separate front seats, which tilt very easily for access to the rear, can be set at different angles merely by rotating simple rubber blocks on the seat frame.

extremes of movement so that there is no risk of overshooting either position when giving the lever a quick flip from side to dip or vice versa, and thereby unintentionally dazzling an oncoming driver with the main beam. The latter gives an exceptionally good range whilst, in the dipped position, the combination of range and spread is very nearly the ideal. Still on the subject of lighting, a neat little lamp below the top cowling above the fascia board is worth mention. Controlled by courtesy switches on

both doors, it serves well as an interior light for entering and leaving the car and, having an independent switch, it is also excellent for map reading.

Pendant pedals are used for the clutch and brake, with an organ-type for the accelerator, and heel-and-toe operation of the brake and accelerator is possible for simultaneous braking and gear changing. There is, moreover, room for the driver's left foot at the side of the clutch pedal.

Triple Adjustments

All-round vision is an outstanding feature, with both the front wing tips and the tail fins readily visible, whilst the falling bonnet line gives a good view of the road close to the car—a great help in traffic, although giving a somewhat heightened impression of speed when driving fast on empty highways. Both driver and front passenger are provided with a visor—the pair being cleverly mounted on a single bar on the mirror bracket.

In the design of this car, special attention has been paid to driver adjustments and, in addition to the usual sliding seat mechanism (which works particularly freely), the frames of the front seats are supported by eccentrically mounted rectangular rubber blocks which can be set in four positions to give a useful adjustment

effort on the pedal. A nicely-placed hand-brake closely adjacent to the gear lever is an aid to manoeuvring, and is of adequate power.

As indicated earlier, the rack-and-pinion steering is very light and gives a quick and accurate response, but the fault sometimes found with this type of mechanism—namely, unpleasant reactions through the steering wheel—is almost entirely absent. The phenomenally small turning circle is a sheer joy in town. Just how useful this is in practice can be gathered from the fact that it is possible to park a Herald in a line of cars with only 18 in. clearance fore and aft and, with a single reverse to take up the space behind, to drive straight out in a single sweep.

On corners, the Herald is particularly pleasing and the introduction of independent rear suspension has brought no disconcerting penalties. Indeed, this car follows the line chosen on a corner with particular accuracy and with no pronounced over- or under-steer characteristics. Roll is very efficiently checked by the stiff front end with its powerful anti-roll bar, and only when the car is taken round a corner very fast indeed does the i.r.s. become noticeable by imparting a somewhat flexible feel to the back end. A full load greatly reduces this effect.

References in the previous paragraph to

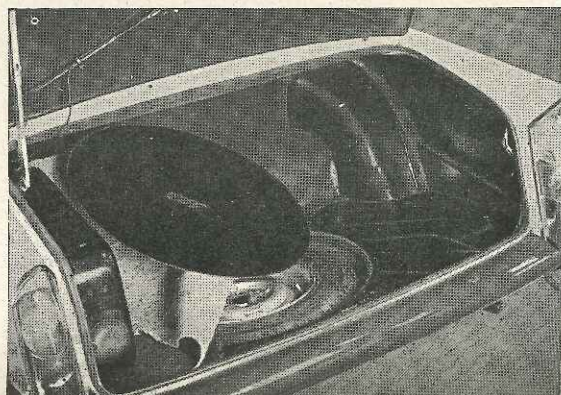
the stiffness of the front refer purely to anti-roll characteristics and should not be taken to imply any harshness in the suspension which does, in fact, provide an unusually high standard of comfort and excellent road holding. The only criticism that can be levelled in this respect is one inseparable from the use of rather small wheels which do, inevitably, cause cats'-eyes and certain types of pot holes to be felt more prominently than when road wheels of larger diameter are employed. Very pleasing, on the other hand, is the fact that road noise is much less pronounced than on most small cars.

The layout of the controls and instruments is simple and straightforward. Directly in front of the driver is a single large dial comprising the speedometer (with trip and k.p.h. as well as m.p.h. markings) and the fuel gauge. The light-grey background of the dial is satisfactory in daylight but the degree of illumination provided at night is distracting and it was found better to switch off the panel light on country roads.

The lighting switch arrangement is slightly unusual but very effective in practice. A knob on the fascia board brings the lights into use, and a finger-tip lever on the steering column selects side, head or dip as required, a good point being that the side and dip positions represent the



THE BOOT itself is large and usefully boxy in shape but by folding forward the rear seat squab, long or awkward loads can be carried under cover. The spare wheel is housed in a well in the boot floor, the fuel tank being built into the left-hand wing.

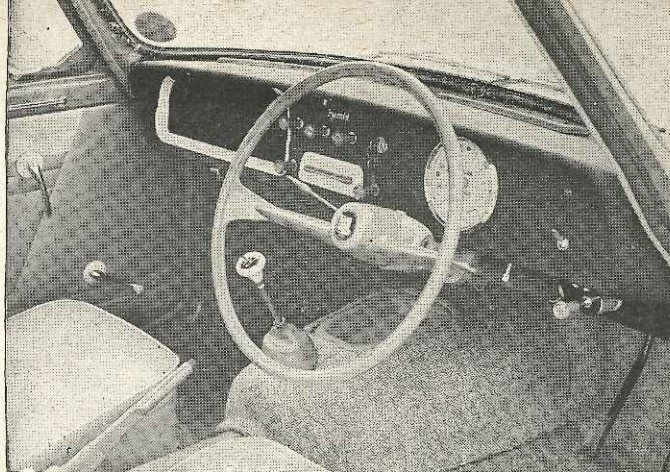


of seat and squab angle. In addition, there is a spanner adjustment for the steering column which enables a regular driver to adjust its length to suit his particular anatomy.

Ventilation is catered for by winding front windows (which disappear fully into the doors), the usual hinged ventilating panels and a fresh-air type of heater and demister which is supplied as standard. The rear quarters are fixed and, in certain conditions of wind, this makes it somewhat difficult to arrive at a window or ventilating-panel setting which provides as much fresh air as some would like without one or other of the occupants complaining of slight draughts. The heater whilst of adequate power, directs the warm air on to the gearbox cover rather than on to the feet of the occupants. A good detail is the provision of catches for the ventilation panels which automatically lock in the closed position and can be released only on the pressure of a small button.

The front seats provide a very adequate degree of comfort, although they are rather on the small side and positioned closer to the sides of the car than to each other; the arrangement results in the driver sitting in a slightly off-set position in relation to the wheel and although this

LARGE speedometer dial and roomy cubby-hole are features of the plain but attractive fascia; this picture also shows the stubby remote-control gear lever which works crisply and positively.



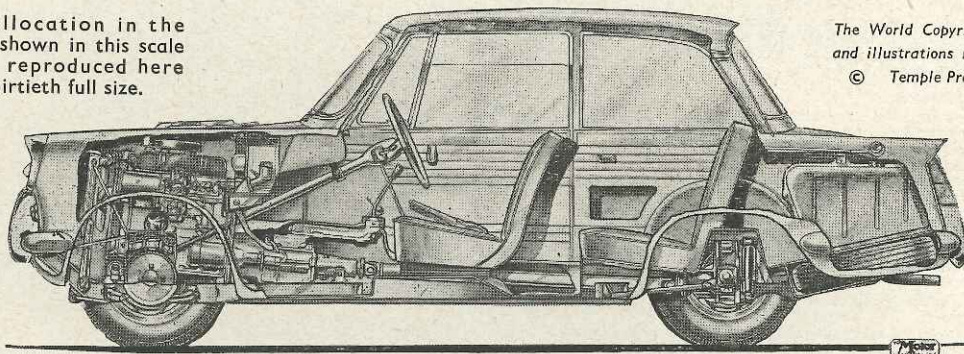
seems strange at first, it is soon forgotten. For easy access to the rear, the front seats tip up complete, and the presence of counterbalance springs makes this an easy operation. At the rear, the seating is comfortable for a car of this size and a good point is that there is plenty of foot room under the front seat cushions for the rear occupants. Another welcome feature is the really excellent side and back view enjoyed by those in the rear compartment.

Luggage accommodation and storage

for odds and ends is distinctly above average for a car of this type, but as full details are contained in the description elsewhere in this issue, the point need not be elaborated here. Equally, the standard equipment is more than usually generous, as a study of the data panel will show.

In all, this new Triumph model is a most promising newcomer. Not only does it offer what many people want, but it also possesses in high degree that elusive quality of charm which makes so much difference to motoring.

SPACE allocation in the Herald is shown in this scale drawing, reproduced here one-thirtieth full size.



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Specification

Engine	
Cylinders	4
Bore	63 mm.
Stroke	76 mm.
Cubic capacity	948 c.c.
Piston area	19.35 sq. in.
Valves	Overhead (push-rod)
Compression ratio	8/1
Carburettor	Solex, 28.Z1C/2
Fuel pump	AC, Y-type
Ignition timing control	Centrifugal and vacuum
Oil filter	By-pass type
Max. power (gross)	38.5 b.h.p. (34.5 net)
at	4,500 r.p.m.
Piston speed at max. b.h.p.	2,236 ft./min.

Transmission	
Clutch	6½ in. Borg and Beck, s.d.p.
Top gear (s/m)	4.875
3rd gear (s/m)	7.09
2nd gear (s/m)	11.99
1st gear	20.82
Reverse	20.82
Propeller shaft	Hardy Spicer with needle-roller universals
Final drive	Rubber-mounted hypoid bevel
Top gear m.p.h. at 1,000 r.p.m.	13.25
Top gear m.p.h. at 1,000 ft./min. piston speed	26.6

Chassis	
Brakes	Girling hydraulic (2 l.s. on front)
Brake drum internal diameter:	
Front	8 in.
Rear	7 in.
Friction lining area	73 sq. in.
Suspension:	
Front	Independent. Coil and wish-bone with anti-roll torsion bar
Rear	Independent. Swing axle and transverse leaf spring.
Shock absorbers	Armstrong or Woodhead
Steering gear	Monroe telescopic hydraulic
Tyres	Rack and pinion
	5.20—13, tubeless

Coachwork and Equipment

Starting handle	None
Battery mounting	Under bonnet
Jack	Scissor type
Jacking points	Under chassis frame at appropriate spots
Standard tool kit: Jack, wheel-nut remover, open-ended spanner, box spanner, combination tool, feeler gauge.	
Exterior lights: Two headlamps, two side-lamps, two tail/stop lamps, number-plate lamp.	
Number of electrical fuses	None
Direction indicators	Amber flasher type, self cancelling
Windscreen wipers	Twin, self-parking
Windscreen washers	Twin, manually operated
Sun visors	Two (with vanity mirror for passenger)
Instruments: Speedometer (with decimal trip), incorporating fuel gauge.	
Warning lights: Ignition, oil pressure, main beam, direction indicators.	

Locks:	
With ignition key	Driver's door, boot
Glove lockers, etc.: Open cubby in fascia with parcel net below, oddments tray on gearbox cover, recessed pockets in rear side panels.	
Parcel shelves	Behind rear seat
Ashtrays	One (central) in fascia, two in rear body sides
Cigar lighters	None
Interior lights: One, below fascia cowl with independent and courtesy door switches.	
Interior heater	Fresh-air type with demister
Car radio	Provision for, but not supplied
Extras available: Telaflor dampers, water temperature gauge, leather upholstery.	
Upholstery material	P.V.C. leathercloth
Floor covering	Carpet
Exterior colours standardised: Nine single colours and (at extra cost) six duo-tone colours.	
Alternative body styles: Coupe (with 2-carburettor engine).	

Maintenance

Sump	7 pints, S.A.E. 20 or 10W/30 Multigrade	opens 52 degrees B.B.D.C. and closes 12 degrees A.T.D.C.
Gearbox	1½ pints, S.A.E. 90 hypoid	
Rear Axle	1 pint, S.A.E. 90 hypoid	
Steering gear lubricant	Multi-purpose grease	
Cooling system capacity	8½ pints (2 drain taps)	
Chassis lubrication: No grease-gun nipples and no points requiring routine lubrication (apart from maintenance of engine, gearbox and final drive oil levels) under 10,000 miles.		
Ignition timing	10 degrees B.T.D.C. static	
Contact-breaker gap	0.015 in.	
Spark plug type	Lodge HLN	
Spark plug gap	0.032 in.	
Valve timing: Inlet opens 12 degrees B.T.D.C. and closes 52 degrees A. B. D. C. Exhaust		
Tappet clearances (Cold): Inlet and exhaust 0.010 in.		
Front wheel toe-in	1/16 in.	
Camber angle 2 degrees positive (static, laden)		
Castor angle 4 degrees positive (static, laden)		
Steering swivel pin inclination: 6½ degrees (static, laden)		
Tyre pressures:		
Front	19 lb.	
Rear	24 lb. two-up or 28 lb. four-up	
Brake and clutch fluid	Wakefield-Girling	
Battery type and capacity	12 volts, 38 amp. hr.)	