

# TRIUMPH HERALD 1200 SERIES



*Next to a house, your car will probably be the most important thing you buy in your lifetime. You will be judged by the kind of car you choose. By its individuality, its quality, its appearance. In this catalogue you will see why the Triumph Herald has become one of Britain's most successful light cars. You will also discover that it is a car with distinction and refinement way above its price.*

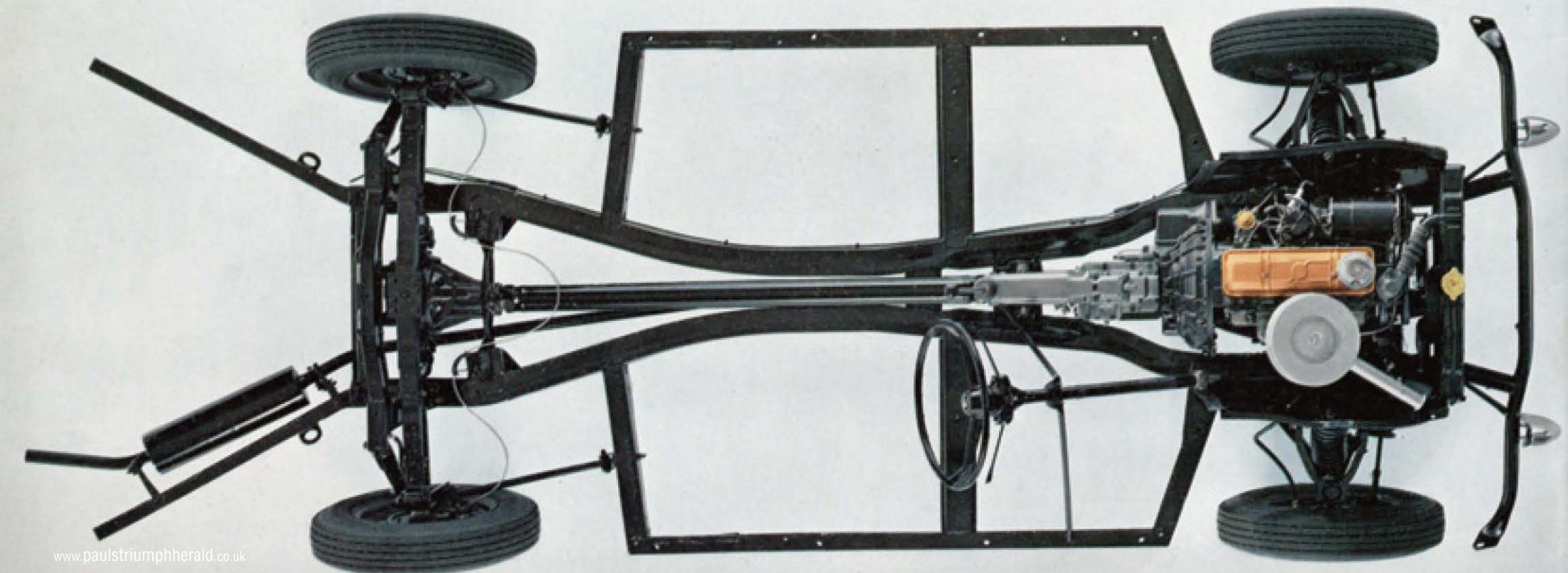
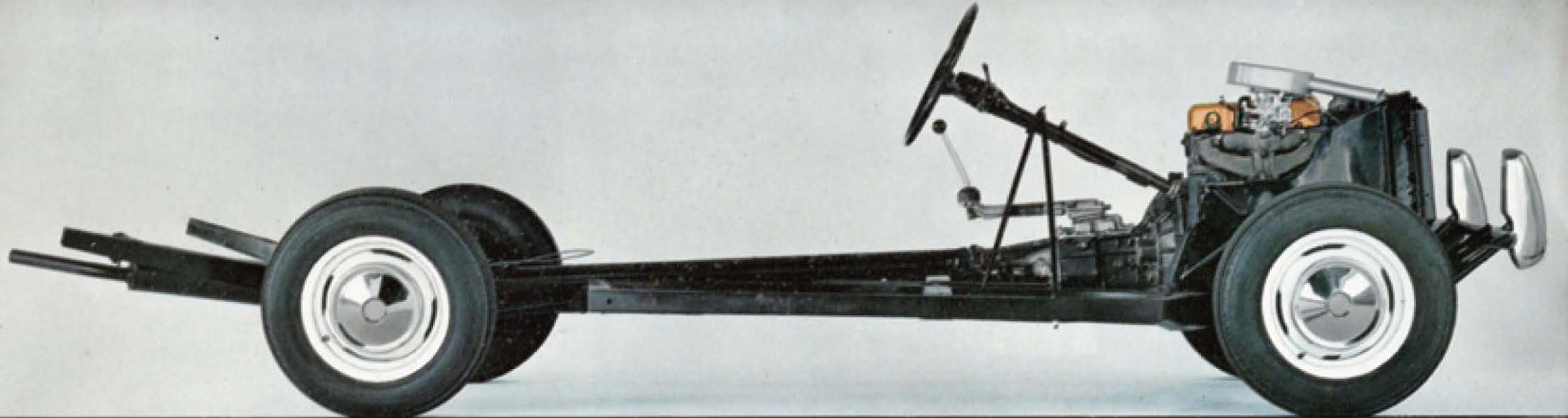
*The basic design of the Herald hasn't changed since its introduction in 1959. Because of this, Triumph have been able to maintain a process of constant development. This development has made the Herald one of the most reliable cars on the road today.*

**Strength starts  
with a real chassis**

Before the war most cars had a real chassis. Today, apart from expensive limousines, only a handful of cars share this refinement. The Triumph Herald is one. (If you're looking for a vintage car in A.D. 2000 be prepared for a glut of limousines and Heralds.) This is what the Herald's chassis means to you in terms of motoring safety and refinement.

**1** The steel girder chassis concentrates the weight of the car low down giving a lower centre of gravity. This is one reason why the Herald's road-holding qualities are in the sports car class.

**2** The chassis protects the under-belly of the car against rough roads. The hydraulic lines and propeller shaft are carried in the relative safety of a steel girder section. Similarly, on the back axle, the drive shafts are above the chassis where they are less likely to be damaged.



**3** If you should ever dent your Herald—repairs to the bodywork will be both quick and economical. The Herald's bodywork consists of eight separate panels. If one needs repairing there's probably no need to disturb the other seven. This is a method of construction only possible with a car that has a chassis.

**4** Just behind the front bumper is a section designed to collapse in the event of a really serious collision so that the shock is not transmitted through the whole length of the car. This is a safety feature no other car can offer.

A chassis isn't the cheapest foundation for a modern car, but it is one of the strongest and that's why Triumph adopted it for the Herald.

#### Built to pull its weight

One in ten of the production workers at Standard - Triumph are inspectors whose sole job is to keep an eye on quality. To help them they have some of the most modern techniques in the world.

A vast closed circuit television system is used to control assembly. Gearboxes and drive shafts are tested electronically. Castings, stampings and forgings are machined under very close supervision to extremely fine tolerances. Nothing is left to chance.



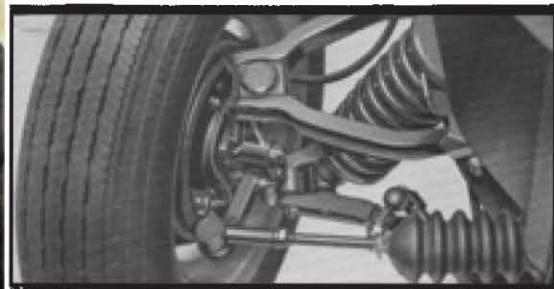
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#### About face in only 25 ft

The Herald is as agile as it's tough. Designed to deal with today's (and tomorrow's) traffic conditions the Herald needs only 25 ft to execute a smart about turn.

Nimbleness like this is more than just a clever party trick. Take a Herald along narrow roads. It makes room for itself where other cars have to back out in defeat. Awkward bends have a way of smoothing themselves out for a Herald. And when you reach home the Herald will tuck itself into the narrowest driveway or the tightest garage without any difficulty.



Manoeuvrability note: the rack and pinion mechanism is high geared, positive, ingeniously simple.  $3\frac{3}{4}$  turns of the steering wheel from full lock to full lock. Economy note: bonded steel/rubber and nylon bushes almost eliminate greasing.

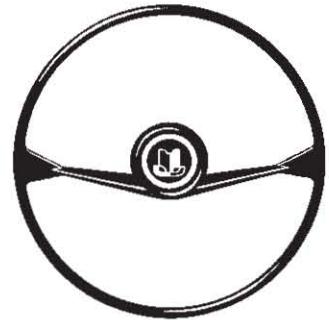
Manoeuvrability doesn't just depend on a car's length. One miniature car, 33 in. shorter than the Herald, needs almost 32 ft to turn itself round!

The Herald's better protected, too. Rubber bumpers wrap around 149 in. of the car's perimeter. The overriders are 12 in. high, big enough to span almost any height of bumper you may encounter.

#### Instant parking

Time spent trying to park a car is often longer than your entire journey. The Herald's 25-ft turning circle is a built-in parking aid. It sidles into openings most cars don't even bother looking at. All it needs is a space 36 in. longer than its own length.

The Herald's all-round visibility helps the parking problem, too. From the driving seat you can easily see all four of the car's sharply defined corners. You don't have to guess where the tail is. You don't have to be a contortionist either.



Rubber-mounted rack-and-pinion steering takes the strong-arm stuff out of parking. No wrestling with the wheel. The steering is high geared for





quick, easy, positive control. Rack-and-pinion steering, the same as in most sports cars, responds instantly and accurately.

#### **Independent suspension all round**

Each wheel of the Herald is independently sprung. This makes it one of the most controllable cars on the road—and one of the most comfortable. The reduction in unsprung weight gives the car a surer grip. And it gives you a smoother ride. (Economy point—you'll find your tyres last much longer, too).

#### **Sports car road-holding**

Most cars confine independent suspension to the front wheels. The Herald joins the motoring elite in extending this refinement to all four wheels.



The rear suspension brings the Herald into a class of its own. Independently sprung, dynamically efficient, it is based on swing axles and a transverse leaf spring with telescopic dampers. This type of suspension is rare on even most expensive cars.

Watch a Herald through a corner. *All four wheels* adjust themselves to the car's line. To match this sports car road-holding, the Herald has a sports car gear lever. Short and stubby, it fits the hand easily. You can move through all 4 forward gears smoothly and swiftly.

#### Road shocks stay at road level

The comforting aspects of all-round independent suspension. Each wheel takes its own punishment without passing the bumps to the others. Rugged surfaces are ironed out at road level. Local disturbances never come to the attention of driver or passenger.



Each wheel of the Herald finds its own individual level. Coil springs controlled by telescopic direct-acting hydraulic dampers absorb all surface irregularities. There's an anti-roll bar, too, to ensure that the car (and you) stay on an even keel.





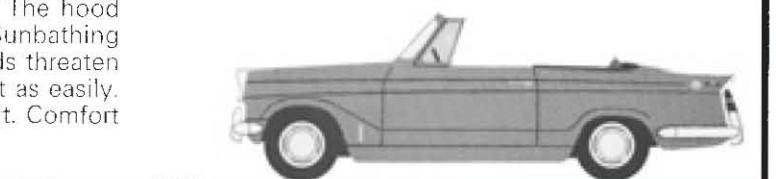
#### Profile of the Herald range

Triumph make three versions of the Herald 1200—the saloon, the convertible, and the estate car. All three share the Herald's outstanding virtues. Elegant good looks. Independent suspension all round. 25-ft turning circle. All-round visibility. No matter which Herald you choose you'll still travel in five-star luxury. Deep, comfortable seats. Pile carpets, wall-to-wall. Real walnut facia. The Herald's interior finish belongs in the limousine class.

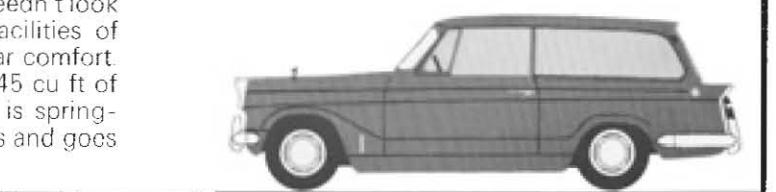
**The Herald 1200 Saloon** The cleverest light car on the market. The Herald saloon doesn't sacrifice practicality for novelty. It's a 4-seater, with a practical boot. A *real* car for the man who wants to get out of the rut.



**The Herald 1200 Convertible** A sporting 4-seat convertible. The hood goes down in 60 seconds. Sunbathing at speed. When storm clouds threaten the hood goes up again just as easily. Wind and rain are sealed out. Comfort is sealed in.



**The Herald 1200 Estate Car** The estate car that proves a car needn't look like a van to provide the facilities of one. Four seats for saloon car comfort. Fold down the rear seat for 45 cu ft of stowage space. Rear door is spring-assisted with telescopic stays and goes up at a touch.





**STOP**

**Disc brakes to the fore!**

You can have front-wheel disc brakes on your Herald at modest extra cost. Disc brakes are non-fading and self-adjusting and wet roads present no threat. This means consistent braking power, straight-line braking, increased safety.



A Herald put through its paces. Special roller apparatus allows Triumph engineers to simulate varying braking speeds and road conditions. In this way the Herald's braking system is exhaustively tested before the Herald even goes on the road.

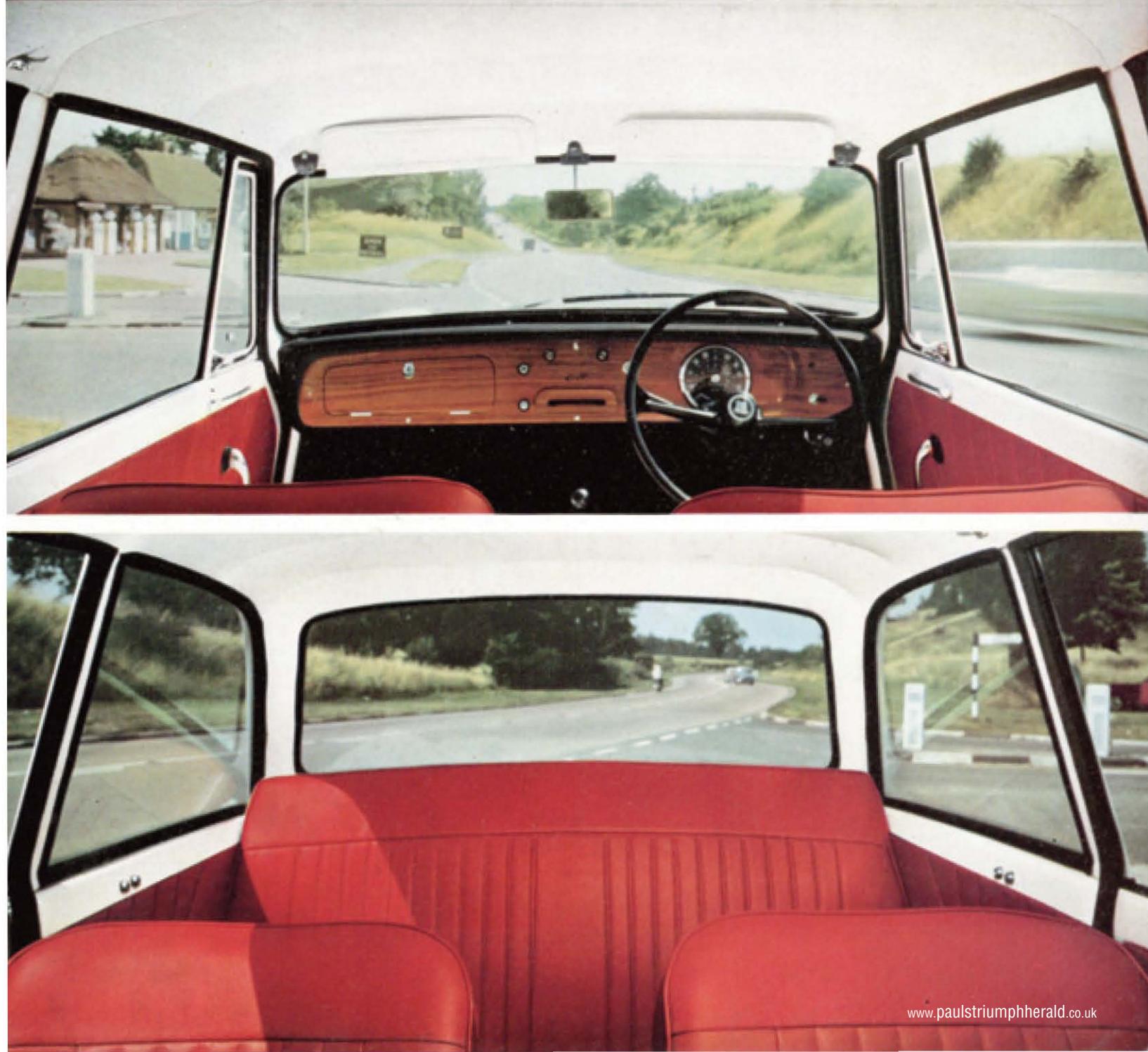


Joining a motorway from a sliproad demands a clear view of the road. The Herald's 93% all-round visibility gives you a panoramic view of the traffic—all the time. Dangerous blind spots are eliminated.

#### 335° all-round visibility

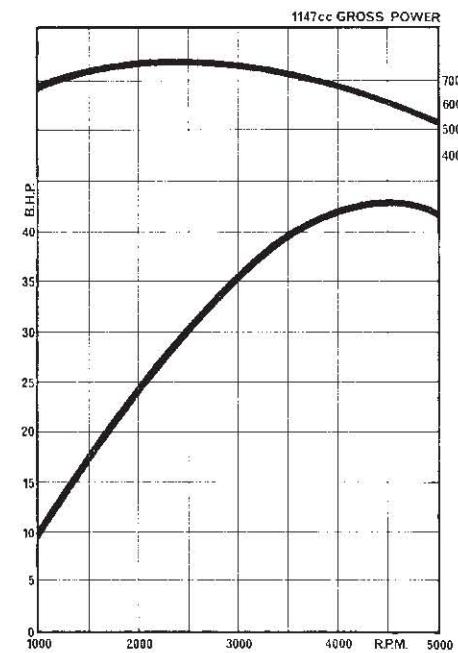
In the Herald you can see exactly where you are going—and where everyone else is going, too. With only 1/14th of your vision interrupted you always have a clear view of the road—in any direction. No blind spots at the side or rear. No guessing if the road is clear or not. All-round visibility is another reason why the Herald is one of the safest cars on the road.

As well as making it safer, the Herald's all-round visibility makes driving easier. Parking is no longer a game of blind man's buff. And it makes motoring more pleasant. You can admire the countryside without having to look round ugly metal pillars.



**Power where it's needed**

The Herald's 1147 cc engine develops a maximum of 43 bhp and gives you higher road speeds. It has been designed to improve performance in direct relation to current motoring needs. Powerful acceleration from speeds of around 40–45 mph—one of the crucial points at which overtaking usually takes place. The final drive of the Herald is 4.11 to 1. This ratio promotes a high, economical cruising speed with true motorway potential.



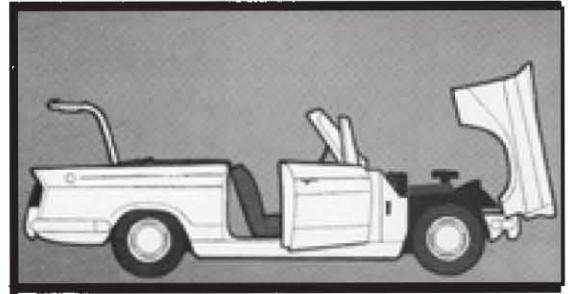
The graph provides a simple explanation of the 1200's power distribution. Note the sustained, near-maximum torque in the medium speed range. Between 1300 and 3500 rpm the engine is capable of developing at least 95% of its maximum torque. Sustained power reduces the need for gear changing on gradients.

### **Open-plan access**

The Herald has no secrets from its owner. The bonnet hinges *forward* to expose everything to the inquiring eye. Dipstick and oilcap come instantly to hand. You can reach the battery without even bending your back. Check the tread on the front tyre at a single glance. Herald open-planning means a new approach to maintenance. Thanks to the Herald's unique accessibility, maintenance time is greatly reduced—whether you do it yourself or not.

### **6,000 miles between servicing**

For most people 6000 miles is the best part of a year's motoring. The Herald makes servicing a rare occasion. It makes it simpler, too. There are only four greasing points on the Herald. Think of the difference this makes to annual maintenance costs.



The Herald opens wider than a suitcase—and just as easily. The bonnet swings up and forward to leave the engine free for inspection. The boot lid is retained automatically to make loading easier. Wide doors permit easy access to all four seats.



## **Gracious living on wheels**

The Herald's interior offers stateroom comfort. Real walnut facia. Wall-to-wall carpeting. Deep, back-hugging seats. (You can tailor the driving seat to any one of the 72 positions.) Sensible doors (40 in wide) designed for easy-come and easy-go. Triumph give thought to the details that transform comfort to luxury. Two sun visors (one with a vanity mirror). Coat hooks. Sensible ashtrays. Parcel shelf. Deep side pockets.

## **Today's safest car**

Safety is built right into the Herald—from the tough rigid steel chassis to the padded facia. Independent suspension gives you surefootedness. All-round visibility gives you the full view of the road. The steering column yields on impact. The windscreen is zone toughened.

The Herald has a long, real-car bonnet between you and the bumpers. You drive in confidence because you drive in safety.



You can't see the spare wheel. It's housed under the boot floor, out of the way of the luggage but easily available. The boot is 43 in. wide, with room for 13 cu. ft. of luggage. There's a tool kit in the boot, and the tap to operate the reserve petrol tank.



## Herald spacecraft

In the Herald Estate Car you *can* take it with you. Cavernous cargo space is combined with fashion-plate elegance. The single rear door springlifts right up out of the way for easy loading. You can pack away 45 cu ft of freight. With the rear seat folded flat the loading platform stretches 5 ft 4 in to the back of the front seats. Spare wheel and tools are stored out of the way beneath the aluminium-ribbed loading platform. But you can get at them in seconds.

More space in the fuel tank, too. The Estate car can ship 9 gallons at a time.

In this spacecraft, horizons are unlimited. One-piece side windows and a 680 sq in rear window let you see everything there is to be seen.

## COUNTDOWN

The only way to appreciate the finer points of the Herald 1200 is to drive one. When you do, these are some of the features to look for:

**All-round independent suspension**  **25 ft turning circle**  **93% visibility**  **Real steel girder chassis**  **Limousine comfort**  **Accessibility**  **Minimum servicing**  **Big boot**  **Engine power where it's needed**.



## SPECIFICATION

**Body SALOON** Monotone finish. 2-door 4-light 4-seat, steel panelled, specially treated to resist rust and dust. Safety glass, curved screen. Forward-hinged doors, push button handles. Winding windows, pivoting anti-draught ventilators. White rubber bumpers, chrome-plated overriders.

**CONVERTIBLE** Monotone finish. 2-door 2-light 4-seat. Fully-disappearing hood, on tubular steel framework. Wrap-round rear window. Otherwise as for saloon.

**ESTATE** Monotone finish. 2-door 4-light 4-seat (rear 2 collapsible). Rear loading door, spring assisted, top-hinged with telescopic stays. Otherwise as saloon.

**Upholstery** Vinylite. Separate front seats, driver's seat adjustable for height, rake and leg-length. Divan rear seat. Saloon and Convertible. Collapsible rear-seat. Estate.

**General equipment** Walnut veneer facia. Two sun visors, vanity mirror for passenger visor. Facia ash tray. Ash trays in rear side panels (Saloon). Carpets. Chrome plated door pulls. Driver's door locks externally, passenger door internally. Anchor points for safety harness.

**Electrical equipment** INTERNAL Facia courtesy light with integral switch and courtesy switch to both doors. Horn button on steering wheel boss. Speedometer illumination lamp. Oil pressure, headlamp main beam and direction indicator warning lamps. Combined ignition lock and starter switch. Steering column lever control of head and side lamps, dipswitch and (self-cancelling) direction indicators. Twin windscreens wipers, self-parking.

**EXTERNAL** Flush headlamps, sealed units with pre-focus bulbs. Separate side-lamps, incorporating direction indicators. Rear number plate light, twin stop lights and direction indicators.

**Instruments** Instrument dial with speedometer, trip odometer, fuel gauge and warning lights (see above).

**Controls and switches** Centrally grouped buttons for choke, screenwipers and headlamp master switch and instrument panel light switch. (Electrical controls—see above). Screen washer, push button action. Short centrally-mounted gear lever on floor.

**Luggage and parcel accommodation** 13 cu ft lockable boot with fitted mat. Spare wheel housed in well in boot floor. Lockable glove box in facia. Saloon has pockets in

rear quarters and a rear parcel shelf. Estate car has 57 in platform with rear seats collapsed, takes 45 cu ft of cargo.

### Dimensions

Length . . . . .	12 ft 9 in	3890 mm
Width . . . . .	5 ft 0 in	1525 mm
Height, Saloon and Estate . . . . .	4 ft 4 in	1320 mm
Convertible (Hood up) . . . . .	4 ft 4 in	1320 mm
Convertible (Hood down) . . . . .	4 ft 0½ in	1230 mm
Wheelbase . . . . .	7 ft 7½ in	2320 mm
Track . . . . .	4 ft 0 in	1220 mm
Ground clearance (static laden) . . . . .	6½ in	170 mm
Turning circle . . . . .	25 ft 0 in	7.7 metres

### Capacities

Fuel tank . . . . .	6½ gallons	29.5 litres
Estate car . . . . .	9 gallons	41 litres
Engine sump . . . . .	7½ pints	4.26 litres
Cooling system . . . . .	8½ pints	4.8 litres
Gearbox . . . . .	½ pint	0.85 litres
Rear axle . . . . .	1 pint	0.57 litres

### Weight

	SALOON	VERTIBLE	ESTATE	CON-
Dry, excluding extra equipment . . . . .	15½ cwt (800 kg)	15½ cwt (785 kg)	17 cwt (865 kg)	
Complete, including fuel, oil, water and tools . . . . .	16½ cwt (840 kg)	16½ cwt (825 kg)	17½ cwt (900 kg)	
Gross vehicle weights . . . . .	23 cwt (1170 kg)	23 cwt (1170 kg)	24½ cwt (1230 kg)	

**Chassis** Double backbone of channel section with side members forming rigid structure.

**Engine** 4 cylinders, capacity 1147 cc, bore 69.3 mm, stroke 76 mm. Compression ratio 8 or 7. Aluminium alloy approved type pistons. Precision, lead indium bearings. Push-rod operated overhead valves. Chain driven camshaft. 3-bearing crankshaft. Water cooling, pump circulation thermostatically controlled. 4-blade 12½ in. dia. fan. Pressure lubrication from sump to main bearings, big end and all camshaft bearings. Full flow oil filter.

**Transmission** Single dry plate clutch, 6½ in dia, hydraulically controlled.

**Gearbox** 4 forward speeds and reverse. Synchromesh on 2nd, 3rd and top, silent helical gears.

Gearbox	Top	3rd	2nd	1st & Rev.
Ratios . . . . .	1	1.394	2.158	3.746
Overall ratios . . . . .	4.11	5.74	8.88	15.42

Propeller shaft with needle roller bearings. Swinging rear axle shafts. Hypoid bevel gears in back axle.  
Steel disc wheels with chrome plated nave plates.  
Tyres: 5.20 x 13 in, tubeless.  
Estate Car: 5.60 x 13 in, tubeless.

**Performance** ENGINE: 43 gross BHP at 4600 rpm. Torque 77 lb-in at 2250 rpm. 39 net BHP at 4500 rpm. Torque 730 lb-in at 2250 rpm.

Piston speed at 70 mph in top gear, 2160 ft-min at 4330 rpm.

Estate Car  
Piston speed at 70 mph in top gear, 2085 ft-min at 4180 rpm.

Engine speeds at a road speed of 10 mph | Top 635 885 1370 238b  
2nd 1st & Rev.

Road speed at 1000 rpm in top gear, approximately 15.7 mph.  
Estate Car | Top 610 850 1315 2290  
2nd 1st & Rev.

Road speed at 1000 rpm in top gear, approximately 16.3 mph.

### Acceleration

	SALOON	VERTIBLE	ESTATE	CON-
Top gear				
20–40 mph	11.9 sec.	11.7 sec.	12.7 sec.	
(32–64 kph)				
30–50 mph	13 sec.	12.8 sec.	13.8 sec.	
(48–80 kph)				
40–60 mph	18.5 sec.	17.3 sec.	19.5 sec.	
(64–97 kph)				
0–50 mph	17.5 sec.	17 sec.	18.4 sec.	
(0–80 kph)				

### Maximum speed

(depending on conditions)  
76–78 mph 76–78 mph 74–76 mph  
(122–125) (122–125) (118–121  
kph) kph kph

**Suspension** FRONT Independent low periodicity system. Rubber bushed wishbone pivots at top, nylon bushes at bottom. Patented screwed bottom bush and top ball joint swivels. Coil springs controlled by telescopic direct-acting hydraulic dampers. Anti-roll bar.

REAR Swing axle independent system, transverse leaf spring and radius rods. Ball and needle roller bearings in hubs.

**Brakes** Hydraulic. Two leading shoe at front, leading and trailing shoe at rear. Total braking area 72 sq in. Pedal action (hydraulic) to four wheels, handbrake (mechanical) to rear wheels only. Self adjusting disc brakes available on front wheels at extra cost.

**Steering** Rack and pinion type. 16 in two-spoke dished steering wheel. 3½ turns lock to lock. Steering wheel collapses on serious impact. Column is adjustable up to 4 in.

**Battery** 12-volt, large capacity.

**Optional items on request** Tonneau cover (Convertible); front wheel disc brakes; heater and demister; Telaflo dampers; duotone finish (Saloon only).

12 MONTHS GUARANTEE  
STANPART SERVICE ALL OVER THE WORLD

### CONDITIONS OF SALE

The goods manufactured by the Standard-Triumph Group are supplied with an express warranty which excludes all warranties, conditions and liabilities whatsoever implied by Common Law, Statute and otherwise. The Manufacturer reserves the right to vary the list prices at any time and all goods are invoiced at the prices current on day of delivery, ex-works. The Manufacturer further reserves the right on the sale of any vehicle to make before delivery without notice any alterations to or departures from the specification, design or equipment detailed in its various publications.

**STANDARD TRIUMPH**

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COVENTRY ENGLAND



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