

# NO SUMMERTIME BLUES IN THE TRIUMPH HERALD 13/60

'IN THE SUMMERTIME' blared out over the radio as 'Choice' traded in our car — on a temporary basis — last week for a new Triumph Herald 13/60 convertible.

And as luck would have it, we had coincided our test drive of this Triumph with the two days of our English summer.

So, it was down with the hood and off, off and away.

And my first verdict of the Herald road test was that the vehicle was a sports-car-size hit with Lincoln's dolly birds — even if the driver wasn't.

Getting back to a serious level, to talk about the Triumph Herald convertible is also to talk about the hard top and estate car of the same range.

Why? Because each model has the self-same steel girder chassis over which virtually any body can be built.

## LESS EXPENSE

This is one of the reasons Triumph can offer their convertible at a reasonable price, because they have not got

By **NIGEL  
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the expense of adapting the body chassis.

Apart from offering a sun-bath as you drive, the Triumph Herald 13/60 has seating for four. And we mean four adults, not two adults and two pint-sized mini-midgets.

And not forgetting that we do have our wet and cold weather in jolly old Lincoln, riders are completely rain-proofed and windproofed under a neat and rapid-action (its also easy to operate) hood.

The hood, built on tubular steel framework, and with a wrap-round rear window, disappears from view when down.

The appearance of the Triumph Herald needs no introduction to anyone. Its lines are not new. Its 'pedigree' is well-known and its steel panelled body is specially treated to resist dust and rust.

## GLAMOUR TOUCH

Adding that little bit of glamour touch to the outside look are the safety glass windows, curved screen, white rubber bumpers and chrome overrider.

But it is inside the car where you ride. And it is inside the car where Triumph have concentrated a lot of work.

It is swish. It looks like the inside of a car costing more than it actually does — in our case, a swanky sports car.

Dashboard instruments and controls are grouped in an attractive walnut veneer fascia, with a black padded surround.

Instrumentation is very comprehensive, with head-lamp flasher, screen washer and wiper control as standard equipment.

But perhaps the best thing about the dash is the manner in which the series of switches have been displayed in a recessed panel with the flat-topped switches coming out flush with the veneer panelling.

The seats, on first sight,

**A FUNNY** thing happened to me on my way to road-testing the Triumph Herald 13/60 convertible last week, (writes Nigel Jones).

I could not get the darned thing started !!!

**Explanation:** Getting into the car late at night, I completely forgot that the foot controls were offset. The engine started all right, but no amount of pumping the 'accelerator' would produce any power.

It was only when I re-

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membered the siting of the pedals, and that my foot was on the brake and not the accelerator, that we got back into the motion.

And we were saying . . . a funny thing happened

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