



Triumph Herald  
\$3000 U.S.

This Herald was purchased by myself in 1997 while living in New Zealand. The mechanical restoration was completed before returning to Washington State in 2001. The car has since received its' doors after I removed the skins and repaired the lower sills of spot rust. The chassis was bead blasted and treated with POR-15 before painting with heavy red enamel. I have a complete set of new window rubbers for all the windows including the quarter light windows and the weather seals for the windows and channels as well as complete door aperture seals for both doors and the rear door. There are two sets of glass for all openings (I had 2 estates in NZ and kept this one.) There is a spare transmission and bell housing and rear differential with axles and brake hubs. There is a spare set of front uprights with discs and spring/shocks as well as 2 spare rear spring sets (the estate used a heavy set of springs compared to the coupe or spitball er! spitfire). There is a spare dash with gauges and steering wheel column and the wiring harness from the 12/50 estate as well as the 13/60. I installed new brake calipers, pistons and cylinders and master cylinders for brake and clutch. I made up and installed new brake/ clutch lines from stainless tubing and have kept the old lines just as a matter of course. The engine was fitted with new Hepolite pistons and the crank was ground and fitted with Vanderwell bearings by Taylor Automotive in Auckland. There are 2 radiators but only one was reconditioned by Auckland radiators before I came back. The cylinder head was redone by Jennings Cylinder heads in Auckland and he tossed in a spare head that he had redone on speculation in the late 80's before the demise of old British cars in NZ. I also have a 3rd head which I have worked on to open the intake ports in the manner described in some spitball er! Spitfire preparation late 70s'. There is also a 4-2-1 exhaust header that I fabricated after originally purchasing a Pacesetter header and cutting it up. The engine in the estate also has a new rocker shaft courtesy of Neil at Collet and Fleming in Avondale, Auckland as well as a complete set of bushings in the rear diff. carrier and the rear axles were disassembled and bearings redone by his shop.

There is a lot more but it would be better to show to someone. The engine runs very nicely. I fire it up twice a year and drive it around my property which is on the I-5 corridor about 33 miles south of Bellingham, WA and 25 miles north of Everett, WA. This is a neat little car and was too nice to go to the wreckers when I left NZ but I don't know what to do with it now. Originally a CKD (complete knock down) kit shipped to NZ, I have the registration papers and the history. I've paid US customs and could register it here. Pretty sure I'd wind up as a skid

plate on the bottom of some yahoos 4X4 if I drove on the road. My experiences on my bikes support this theory. I have a great many more photos showing the stages of work before slapping the body on in 2001. As well there are photos of me and the car in the [tyetriumph.org](http://tyetriumph.org) website photos of the 2003 ABFM.

Please call me if you are interested at 360 303 1990 I prefer conversation to e-mail.

I'd sell the entire package at \$3,000 US and I am not interested in selling components  
Pete

