



If you specialise in Triumphs and want something appropriate to collect and deliver your wares, then this pick-up makes a fascinating alternative to a Courier van.

case of evolution rather than revolution, with the modifications gradually taking place over a period of years. Throughout this time, the pick-up was put to good use, making local deliveries and collections. Apart from being rather handy, it was also a good promotional tool for the company. However, van collections and deliveries became uneconomical with the cheaper and cheaper services being offered by couriers, so the Herald was retired.

Now, let's have a look at what has been done. The TR6 engine has a free-flow head, a rather lumpy cam and pair of SUs. Many purists would shudder at a non-injected 6 motor, but there is no arguing that the SUs have been very well behaved, and whatever power may have been lost – if any – would have been compensated for by the gas-flowed head and wilder camshaft.

The engine has been mated to a Borg-Warner autobox from a Stag, controlled by a Triumph 2000 linkage and shifter. As already mentioned and amply illustrated in the photos, the bonnet is rear-hinged and that may seem a retrograde step. After all, part of the Herald legend is its forward-hinging bonnet that allows you to hold a tea party in the engine bay, but Quiller say that access is still extremely good. And there are other advantages – this arrangement meant the inner wings could be cut away space-frame



TR6 engine has been squeezed into the Herald's engine bay and mated to the automatic gearbox from a Stag. ▶▶