



Attention to detail and a high standard of workmanship ensure that the pick-up looks perfectly balanced.

style. The bonnet top panel was separated from the wings and the wings were welded to the front panel and A-post extensions for structural strength as well as to the inner wings, using flitches. It's not only a unique feature, but also greatly improves rigidity of the whole shell.

Braking is taken care of by the system from a GT6, complete with that car's servo. And since the Herald was expected to pull its weight in the delivery department, Quiller also beefed up the rear suspension. This included fitting a specially-made cart spring, hence the tail-high stance when not loaded.

Quiller couldn't find a radiator skinny enough to slot in front of the engine, but the Japanese came to the rescue and a Nissan alloy rad was used. The only other significant

non-Triumph parts are Ratsport goodies. Fact is that any Triumph seats that offered a good degree of comfort were too big to fit in the Herald, especially with the enlarged transmission tunnel, so Ratsport perches were installed.

The cab rear section uses a Herald saloon screen frame with the uprights, creating the B-post extensions, and the rear inner wing arches were fabricated along with an elongated boot floor to form the load bed. Quiller say the outer wings are standard-ish.

To improve aesthetics, glassfibre front and rear valances were moulded and fitted, together with a bib spoiler on the front, and the Dolomite sidelights were frenched in. Quiller then painted it Tahiti blue and old English white.

The burning question remains though, of how the Herald drives. My first thought is that it must be very much like a Vitesse, but Quiller say it is a little different. For one thing, the engine is pulled back further into the bulkhead so in that respect, the pick-up is better balanced. On the other hand, the automatic gearbox is heavier than a manual one, and it does change the character of the drive considerably. Other than that, the biggest difference is that over about 70mph there is a loud whistle behind your head because of the altered aerodynamics.

So, there you have it – a unique load-carrier with style, punch and character. We're grateful to Quiller for sharing this cute commercial and, as some form of thanks, will tell you that they are based at White Hart Road, Plumstead, London SE18 1DH, their phone number is 020 8854 4777 and website can be found at www.quillertriumph.co.uk. You may also care to visit their sister site www.ratsport.co.uk, from which you can buy direct. Quiller do anything you like to a Triumph – including full restorations – and carry loads of spares. Not in a pick-up these days, however, because this is one truck that has earned a rest. ■

Like the idea of a Herald pick-up, but don't want to spend years of your life or a small fortune creating it? Well, you could be in luck because Quiller Triumph have decided it is time for their pick-up to find a new home, and it is for sale for a very reasonable £4400, freshly MoT'd, serviced and ready to go. If you think it might be the car for you, call them on 020 8854 4777.



Front-opening bonnet provides excellent access, but also allowed Quiller to build greater structural rigidity into the front end.