The Motor Road Test No. 29/58

Make : Standard. **Type :** Pennant.

Makers : Standard Motor Co., Ltd., Coventry.

Test Data

CONDITIONS : *Weather : Warm and dry with moderate breeze. (Temperature 60°— 68°F., Barometer : 30.0—30.1 in. Hg.) Surface : Smooth tarred macadam. Fuel : Premium - grade pump petrol (approx. 95 Research Method Octane Rating).*

INSTRUMENTS

Speedometer at 30 m.p.h.	3% fast
Speedometer at 60 m.p.h.	3% fast
Distance recorder	accurate

WEIGHT

Kerb weight, (unladen, but with oil, coolant and fuel for approx. 50 miles)	15 cwt.
Front/rear distribution of kerb weight	56/44
Weight laden as tested	19 cwt.

MAXIMUM SPEEDS

Flying Quarter Mile

Mean of four opposite runs	70.2 m.p.h.
Best one-way time equals	72.3 m.p.h.

"Maximile" Speed (Timed quarter mile after one mile accelerating from rest).

Mean of four opposite runs	67.7 m.p.h.
Best one-way time equals	69.8 m.p.h.

Speed in Gears

Max. speed in 3rd gear	60 m.p.h.
Max. speed in 2nd gear	35 m.p.h.
Max. Speed in 1st gear	20 m.p.h.

FUEL CONSUMPTION

57.0 m.p.g. at constant 30 m.p.h. on level.
46.0 m.p.g. at constant 40 m.p.h. on level.
42.5 m.p.g. at constant 50 m.p.h. on level.
33.0 m.p.g. at constant 60 m.p.h. on level.

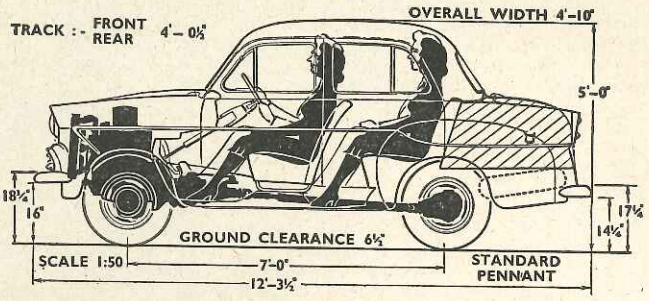
Overall Fuel Consumption for 1,006 miles, 28.5 gallons, equals 35.3 m.p.g. (8.0 litres/100 km.)

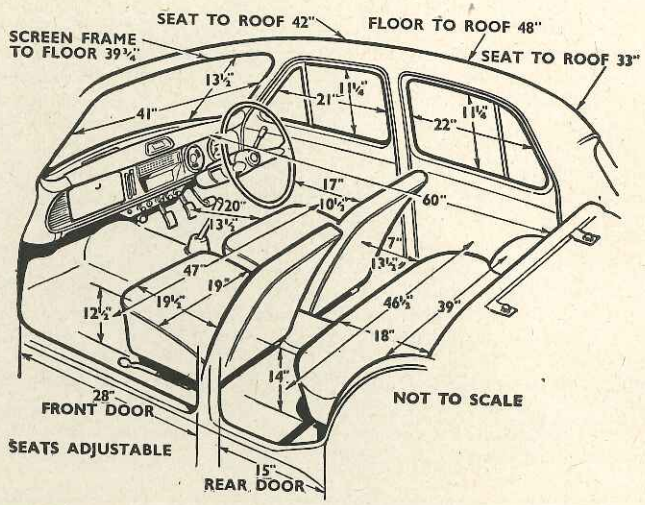
Touring Fuel Consumption (m.p.g. at steady speed midway between 30 m.p.h. and maximum, less 5% allowance for acceleration) 40.2 m.p.g. Fuel tank capacity (makers figure) including reserve, 7 gallons.

STEERING

Turning circle between kerbs:

Left	32½ feet
Right	32½ feet
Turns of steering wheel from lock to lock	2¼





ACCELERATION TIMES from standstill

0-30 m.p.h.	6.2 sec.
0-40 m.p.h.	10.9 sec.
0-50 m.p.h.	18.8 sec.
0-60 m.p.h.	35.3 sec.
Standing quarter mile	24.1 sec.

ACCELERATION TIMES on Upper Ratios

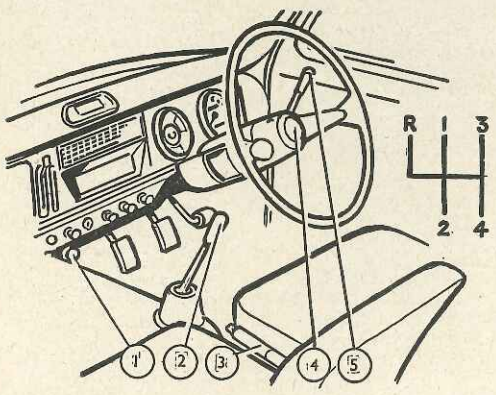
	Top gear	3rd gear
10-30 m.p.h.	14.6 sec.	9.3 sec.
20-40 m.p.h.	15.6 sec.	9.4 sec.
30-50 m.p.h.	17.8 sec.	12.3 sec.
40-60 m.p.h.	26.2 sec.	26.8 sec.

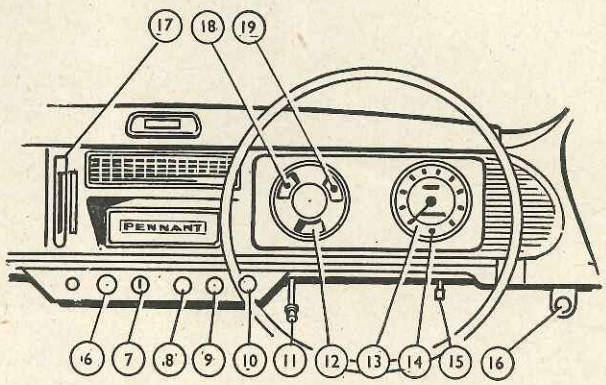
BRAKES from 30 m.p.h.

0.95 g retardation (equivalent to 31½ ft. stopping distance) with 135 lb. pedal pressure.
0.86 g retardation (equivalent to 35 ft. stopping distance) with 100 lb. pedal pressure.
0.68 g retardation (equivalent to 44 ft. stopping distance) with 75 lb. pedal pressure.
0.49 g retardation (equivalent to 61½ ft. stopping distance) with 50 lb. pedal pressure.
0.24 g retardation (equivalent to 125 ft. stopping distance) with 25 lb. pedal pressure.

HILL CLIMBING at sustained steady speeds

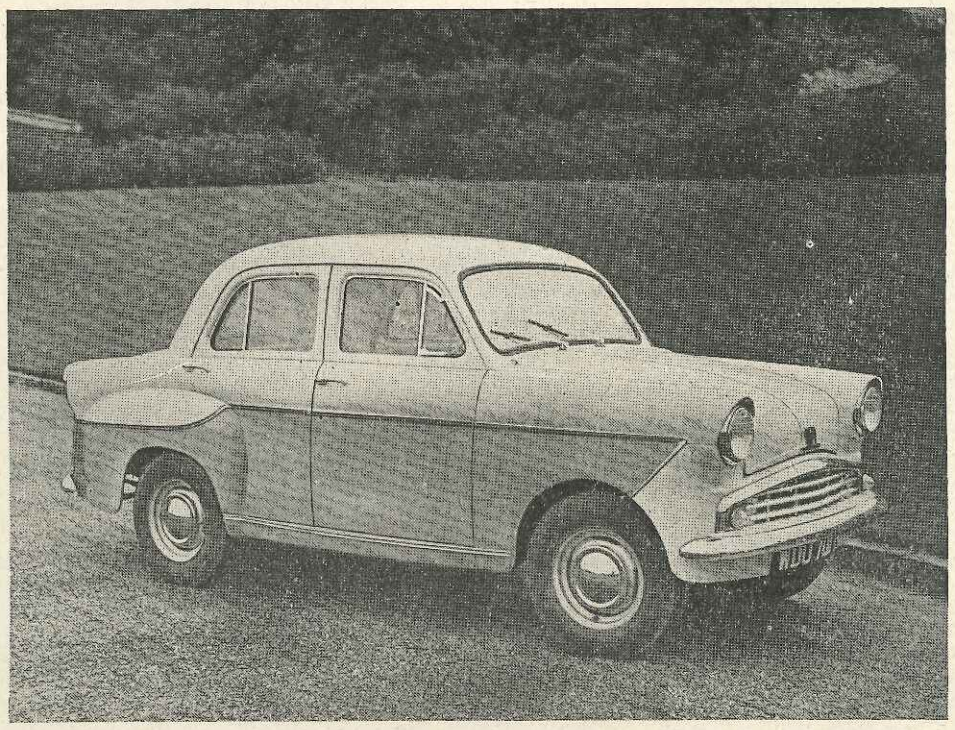
Max. gradient on top gear	1 in 13.5 (Tapley 165 lb./ton)
Max. gradient on 3rd gear	1 in 8.7 (Tapley 255 lb./ton)
Max. gradient on 2nd gear	1 in 5.5 (Tapley 405 lb./ton)





1, Headlamp dip switch. 2, Gear lever. 3, Handbrake. 4, Horn button. 5, Direction indicator switch. 6, Lights switch. 7. Ignition and starter switch. 8, Heater fan switch. 9, Windscreen wipers switch. 10, Choke control. 11, Scuttle vent lever. 12, Fuel contents gauge. 13, Speedometer and distance recorder. 14, Dynamo charge warning light. 15, Trip resetting knob. 16, Windscreen washer button. 17, Heater control. 18, Headlamp high beam indicator light. 19, Oil pressure warning light.

The STANDARD Pennant



OPTIONAL two-colour paintwork made the test example of the Pennant more striking in appearance than are the majority of compact four-door saloons. A white roof helps keep the car cool in hot sunshine.

A Colourful 4-seater Saloon Offering 70 m.p.h. and 35 m.p.g.

GLANCING casually at the range of small cars offered on the British market, it is easy to dismiss the Standard Pennant as an average "de luxe Ten" at a somewhat above-average price. More than a thousand miles of varied usage of a Pennant have now shown us that an additional 5-10% on the price in comparison with cars of about the same carrying capacity and performance does buy certain genuine advantages over and above individuality of appearance.

In respect of roominess, speed and acceleration the Pennant is indeed very close to the average of its class—of a class which has seen some notable performance gains made in the last few years. Four people and their luggage is its carrying capacity, and it has the ability to accelerate from rest to 50 m.p.h. in just under 19 sec. with a true 70 m.p.h. top speed available. But, almost every major aspect of this rather unusual-looking car's performance is marked by distinct individuality. As regards passenger accommodation for example, there is a very strong emphasis on comfort for the driver and front-seat passenger, both the individual front seats having a long range of fore- and aft-adjustment, and being more comfortably shaped and upholstered for tall drivers than is usual in such a small car—the short are less comfortably seated. Rear-seat headroom is limited, as is legroom when the front seats have been set to suit a tall man, but by unfastening two clips it is possible to fold forward the rear-seat backrest and cushion, thereby extending the virtually flat-floored and plastic carpeted luggage space to a length of over 55 inches, which should suffice for two people going on safari!

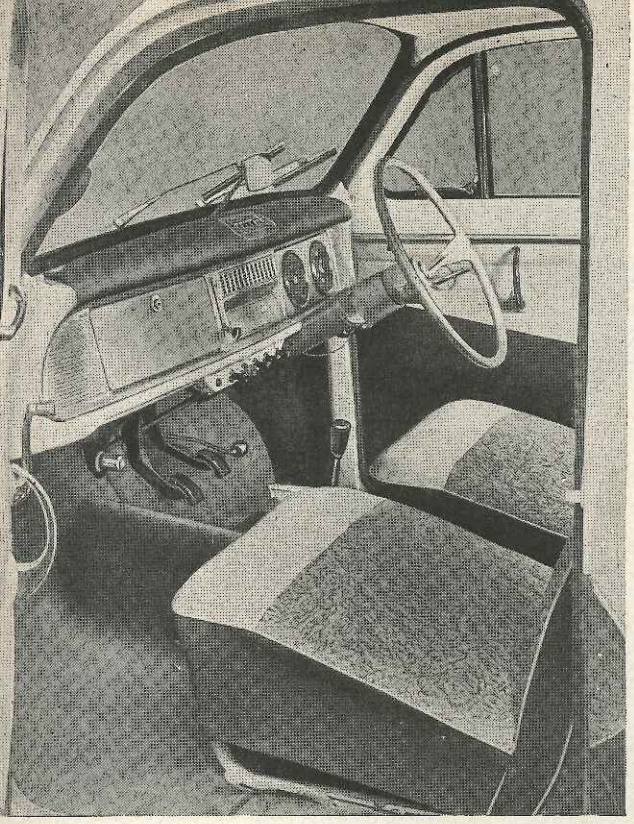
Other amenities which are by no means taken for granted in a car of this size are courtesy switches to turn on the interior lamp when any of the four doors is opened, a lockable glove-box of fair size on the facia panel (unfortunately using the same key as the ignition), front and rear ash-trays, hinged ventilator panels on the front doors, an optional-extra fresh-air heater of good power and simple controllability, self-cancelling indicators, a tool kit, twin sun vizors and self-parking screen wipers. On the debit side, however, it must be recorded that the electrical system is without fuses, the doors of the test car did not shut very easily, and that during heavy rain a little water got into bodywork of which the detail finish was not above criticism.

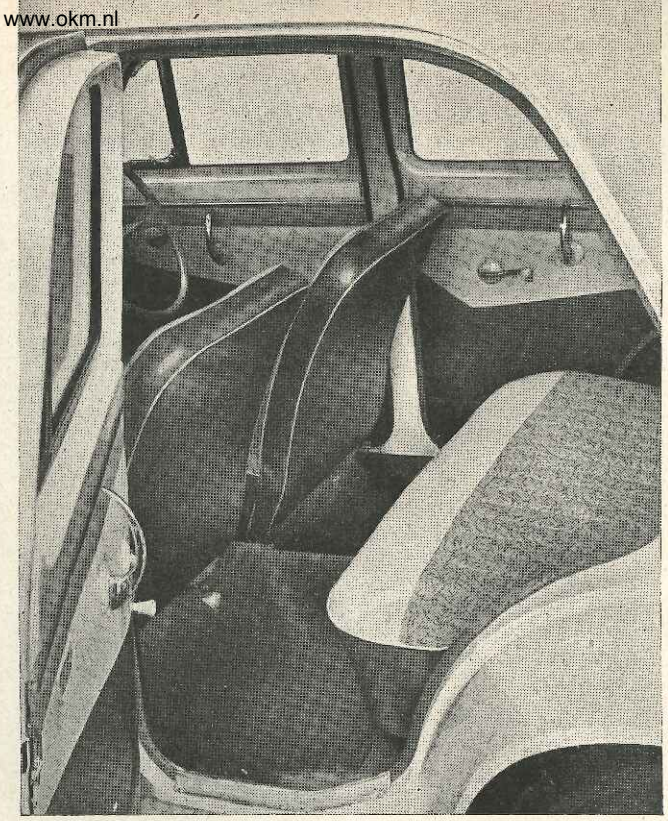
No livelier than its competitors in top gear acceleration from low speeds, and inferior in this respect to larger-engined cars, the Pennant has the attraction of an excellent four-speed gearbox which enables it to perform extremely creditably on demand. A sporting little central remote-control gear lever goes with good synchromesh on the upper three ratios, third being a quiet gear which it is commonplace to use up to 50 m.p.h. when overtaking other traffic, second gear a good deal lower than third, although less of a "starting" ratio than on some other small cars. At first acquaintance with the Pennant the clutch seemed rather jerky for starts from rest, but familiarity with the car rendered this less aggressively evident.

In respect of quietness when cruising at either a leisurely 45-50 m.p.h. or a more hurried 60-65 m.p.h. the test car was exceptionally good in relation to its modest size; reasonably free from power unit, wind or road noises and emitting rear-axle noise (a nuisance on all too many modern small cars) only when the car was slowing down with a closed throttle. Beyond 65 m.p.h., extra noise on the test car seemed to originate in the propeller shaft. Despite free use of high engine r.p.m., oil consumption during our test was much less than a pint per 1,000 miles. Slight pinking could be induced on ordinary Premium-grade petrols over a fairly wide range of speeds, but a proportion of 100-octane fuel in the tank (which has the unusual feature of a reserve tap as well as a contents gauge) would eliminate this.

In Brief

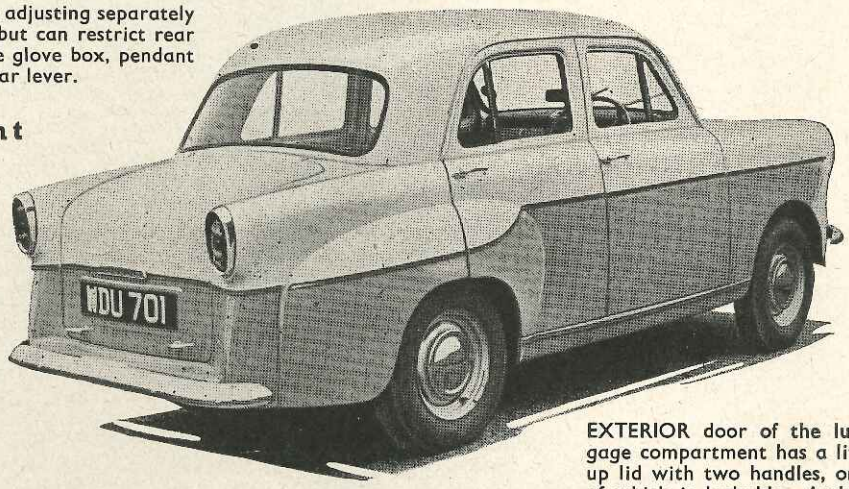
Price £485 plus purchase tax equals £728 17s.	£243 17s.
Capacity	948 c.c.
Unladen kerb weight ...	15 cwt.
Acceleration:	
20-40 m.p.h. in top gear ...	15.6 sec.
0-50 m.p.h. through gears	18.8 sec.
Maximum direct top gear gradient	1 in 13.5
Maximum speed	70.2 m.p.h.
"Maximile" speed	67.7 m.p.h.
Touring fuel consumption ...	40.2 m.p.g.
Gearing: 14.7 m.p.h. in top gear at 1,000 r.p.m.; 29.5 m.p.h. at 1,000 ft./min. piston speed.	





SEATING for four is provided, each front seat adjusting separately over a range which makes tall men at ease but can restrict rear seat knee-room. Also visible are the lockable glove box, pendant pedals and sports-type central gear lever.

The STANDARD Pennant

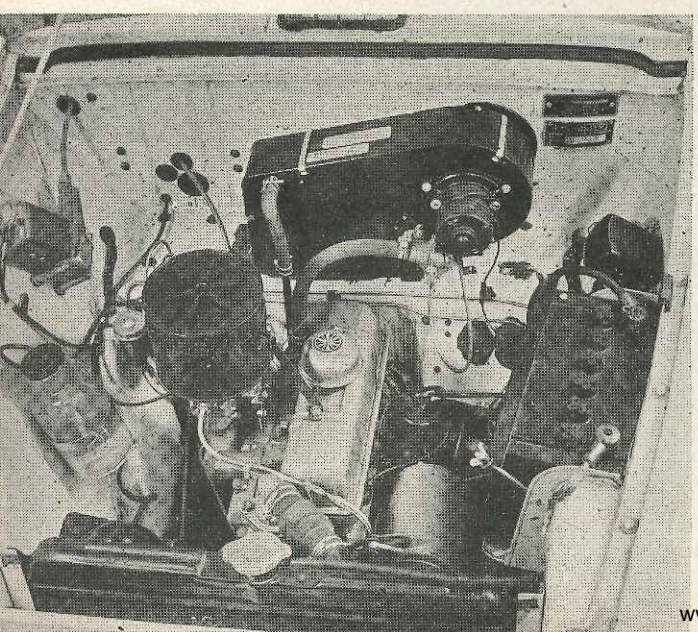


EXTERIOR door of the luggage compartment has a lift-up lid with two handles, one of which is lockable. Amber lenses for flashing turn indicators are separate from the red stop/tail light lenses.

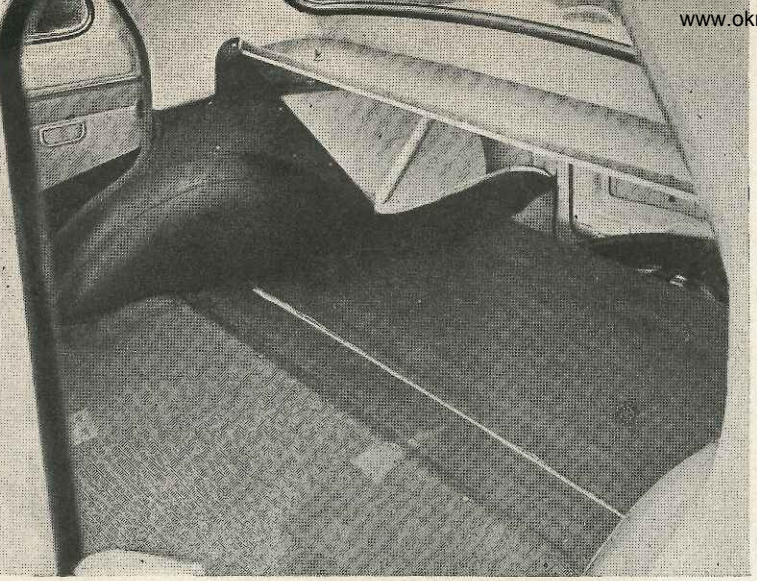
Whereas earlier Standard Eight and Ten models of similar general layout gave a rather lively ride, especially in respect of a tendency towards lateral rocking on their springs, this model has by subtle changes in the suspension been rendered comfortably orthodox in its response to bumps. Even with undamped seat-cushion springs which are apt to bounce the driver, all kinds of going can be tackled in fully normal comfort, and corners can be negotiated rapidly with only a modest degree of roll and understeer: if the steering feels more "dead" and less sporting than hitherto, most buyers will no doubt welcome the change, except for criticizing the steering as unnecessarily heavy at slow speeds. The controls include a convenient central pull-up handbrake, but hard use of the pedal-operated hydraulic brakes seemed likely to leave them in need of adjustment within 2,000 miles.

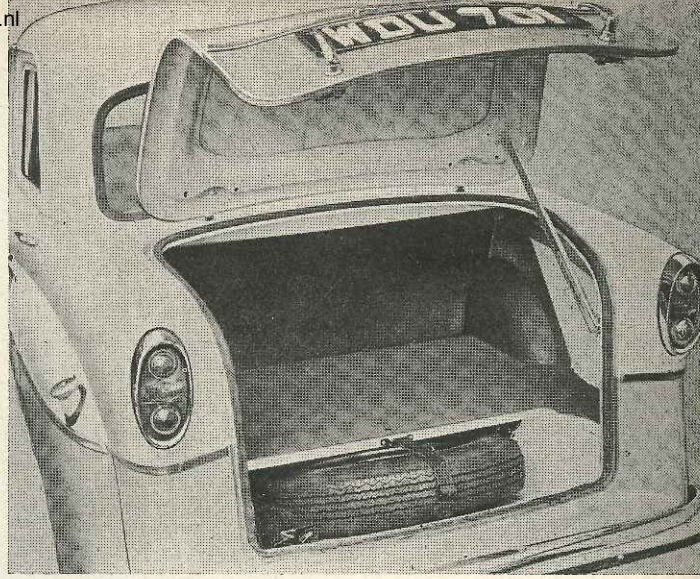
Unusual nowadays in having a flat windscreen (which still remains the cheapest kind to replace if broken by a flying stone) but a curved glass rear window of modern breadth, the Pennant gives a good all-round outlook which is not too badly obstructed by screen pillars which are of about average thickness. Minor controls set in a row below the facia are not ideally well laid out for confusionless operation after dark, and illumination of the neat two-instrument panel when driving at night is obligatory in the absence of a separate switch. With a front seat set well back, operation of the rear window winder on that side of the car is obstructed. Padding along the top of the facia panel would appear to be a concession to fashion, rather than a major contribution to passenger safety in the unfortunate event of a collision. After dark, we found the headlamps of the test car to be in good adjustment, and we welcomed the use of amber turn-indicating flashers distinct from the red stop lights.

Petrol economy has always been a



ACCESS to under-bonnet components needing regular attention is easy, apart from a rather low mounting of the petrol pump. Fresh air for the scuttle-mounted interior heater comes from an openable shutter just ahead of the windscreen.





LUGGAGE accommodation is provided on a plastic-carpeted floor below which the spare wheel is separately stowed. Release of two catches allows the rear seat to be folded forward, to provide the estate-car carrying capacity seen above, left, in a view through a rear door of the body, a lip on the rear parcel shelf allowing it to remain in use when the seat is folded down.

strong point of the small o.h.v. Standards, and this example was no exception even though the unusually erratic variation of m.p.g. with cruising speed and an unfamiliar hesitancy about starting from cold raised our doubts about some possible fault in the individual carburetter of this test car. Our overall consumption figure of 35.3 m.p.g. for just over 1,000 miles includes checks which ranged between a worst figure of 32.2 m.p.g. for the 300-odd miles which included all our speed and acceleration tests, and a best figure of 40.1 m.p.g. for a reasonably brisk journey from London to Dorset and back again. The reputation of mechanically similar predecessors for surviving big mileages of very fast driving suggests that petrol costs of around 1½d. per mile in Britain should be accompanied by economy of maintenance costs.

It must be admitted that the distinctive lines and striking two-colour paintwork of the Pennant are not altogether to the taste of a majority of our Editorial staff, but it is evident that both the eye-catching exterior and the colourful upholstery fabrics do appeal strongly to some people. More subdued colourings than the blue-and-white combination chosen for our test car (the white above, where its reflecting characteristics do most to keep a car cool in tropic sunshine) are of course available. By its willing performance in traffic or on emptier roads, its quiet comfort on long journeys, and the versatility of a compact four-door body whose folding rear seat and external luggage loading door combine to give it almost the load-carrying capacity of an estate car, this Standard of only 948 c.c. engine size earns the right to be compared not merely with cheaper cars of its own size but also with some larger and costlier cars which in fact do very little more.

Specification

Engine

Cylinders	4
Bore	63 mm.
Stroke	76 mm.
Cubic capacity	948 c.c.
Piston area	19.3 sq. in.
Valves	Overhead (pushrods)
Compression ratio	8/1
Carburetter	Solex downdraught, 28 ZIC/2
Fuel pump	AC mechanical
Ignition timing control	Centrifugal and vacuum
Oil filter	Purolator by-pass
Max. power (gross)	38¼ b.h.p. (34½ b.h.p. net)
at	4,500 r.p.m.
Piston speed at max. b.h.p.	2,250 ft./min

Transmission

Clutch	Borg & Beck 6¼ in. s.d.p.
Top gear (s/m)	4.55
3rd gear (s/m)	6.62
2nd gear (s/m)	11.2
1st gear	19.45
Reverse	19.45
Overdrive	Optional extra, Laycock de Normanville
Propeller shaft	Hardy Spicer open
Final drive	Hypoid bevel
Top gear m.p.h. at 1,000 r.p.m.	14.7
Top gear m.p.h. at 1,000 ft./min. piston speed	29.5

Chassis

Brakes	Girling hydraulic (2 l.s. front)
Brake drum internal diameter	7 in.
Friction lining area	68 sq. in.
Suspension:	
Front	Independent by coil springs and wishbones
Rear	Semi-elliptic springs and rigid axle
Shock absorbers:	
Front	Armstrong or Girling telescopic
Rear	Armstrong lever-arm hydraulic
Steering gear	Burman
Tyres	5.60—13 Dunlop tubeless

Coachwork and Equipment

Starting handle	Yes
Battery mounting	Alongside engine on left
Jack	Screw pillar type
Jacking points	Sockets reached from panels in floor

Standard tool kit: Jack, starting handle, wheel-brace, tool roll containing adjustable spanner, 3 set spanners, 2 box spanners and tommy bar, valve core tool, feeler gauge, contact breaker, screwdriver/feeler, hub cap remover, screwdriver.

Exterior lights: 2 headlamps, 2 side/flasher lamps, 2 stop/tail lamps, number plate lamp.

Number of electrical fuses	None
Direction indicators	Self-cancelling flashers, white front, amber rear
Windscreen wipers	Electrical 2-blade, self parking
Windscreen washers	Optional extra (Trafalgar)
Sun vizors	Two

Instruments: Speedometer with decimal trip distance recorder, fuel contents gauge.

Warning lights: Dynamo charge, oil pressure, headlamp main beam, direction indicators.

Locks:	
With ignition key	Driver's door, glove box, luggage locker
With other keys	None
Glove lockers	One on facia panel with lock
Map pockets	None
Parcel shelves	One behind rear seat
Ashtrays	One on facia, 2 inside rear doors
Cigar lighters	None
Interior lights	One on left of roof, with courtesy switches on all doors
Interior heater	Optional extra, fresh-air type with screen de-misters
Car radio	Optional extra, H.M.V. Radiomobile

Extras available: Heater, radio, overdrive, 2-pedal control, leather upholstery, roof luggage rack, laminated glass windscreen, bumper over-riders.

Upholstery material	Vynide
Floor covering	Pile carpet
Exterior colours standardized	8 (at extra cost, 7 dual colours)
Alternative body styles	"Ten" saloon and estate car

Maintenance

Sump	7 pints, S.A.E. 30 winter, S.A.E. 20 summer; or S.A.E. 10W/30 Multigrade
Gearbox	1½ pints (3 pints with overdrive) S.A.E. 90 EP gear oil
Rear axle	1½ pints, S.A.E. 90 hypoid gear oil
Steering gear lubricant	S.A.E. 90 EP gear oil
Cooling system capacity	7½ pints plus 1 pint in heater (2 drain taps)
Chassis lubrication	By grease gun every 1,000 miles to 21 points
Ignition timing	3° b.t.d.c. static
Contact-breaker gap	0.015 in.
Sparking plug type	Champion N5
Sparking plug gap	0.032 in.

Valve timing: Inlet opens 10° b.t.d.c. and closes 50° a.b.d.c.; exhaust opens 50° b.b.d.c. and closes 10° a.t.d.c.

Tappet clearances (cold):	
Inlet	0.010 in.
Exhaust	0.010 in.
Front wheel toe-out	Parallel to $\frac{1}{16}$ in. toe-out
Camber angle (laden)	1° 55′
Castor angle (laden)	1° 45′
Steering swivel pin inclination (laden)	7° 5′
Tyre pressures:	
Front	22 lb.
Rear	20-24 lb. according to load
Brake fluid	Girling crimson
Battery type and capacity	12 volt 38 amp. hr. (Lucas BT7A)

Miscellaneous: I.F.S. and steering, front wings, and rear wing all removable as units for major service work.