

# The Motor Road Test No. 1/59

**Make:** Standard

**Type:** Vignale Vanguard

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

## Test Data

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**CONDITIONS:** Weather: Poor visibility; wind 5-10 m.p.h., damp. (Temperature 44°-46° F., Barometer 28.4-28.6 in. Hg.) Surface: Tarmacadom. Fuel: Premium grade pump petrol (approx. 97 Research Method Octane Rating).

### INSTRUMENTS

Speedometer at 30 m.p.h. .. .. Accurate  
 Speedometer at 60 m.p.h. .. .. 0.4% fast  
 Distance recorder .. .. .. 2% fast

### WEIGHT

Kerb weight (unladen, but with oil, coolant and fuel for approx. 50 miles) .. 24½ cwt.  
 Front/rear distribution of kerb weight .. 56/44  
 Weight laden as tested .. .. 28½ cwt.

### MAXIMUM SPEEDS

Mean of two laps of banked circuit .. 82.1 m.p.h.  
 Best lap equals .. .. .. 82.8 m.p.h.

**"Maximile" Speed** (Timed quarter mile after one mile accelerating from rest) .. 79 m.p.h.

### Speed in Gears

Max. speed in o/d 3rd .. .. 76 m.p.h.  
 Max. speed in direct 3rd .. .. 68 m.p.h.  
 Max. speed in 2nd .. .. .. 45 m.p.h.

### FUEL CONSUMPTION

(Overdrive top gear)  
 37.2 m.p.g. at constant 30 m.p.h. on level.  
 33.6 m.p.g. at constant 40 m.p.h. on level.  
 30.5 m.p.g. at constant 50 m.p.h. on level.  
 26.3 m.p.g. at constant 60 m.p.h. on level.  
 19.7 m.p.g. at constant 70 m.p.h. on level.

**Overall Fuel Consumption** for 1,186 miles, 45 gallons, equals 26.4 m.p.g. (10.7 litres/100 km.).

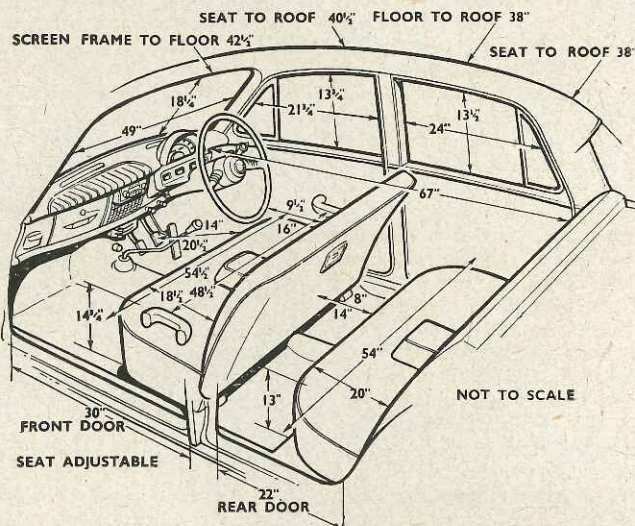
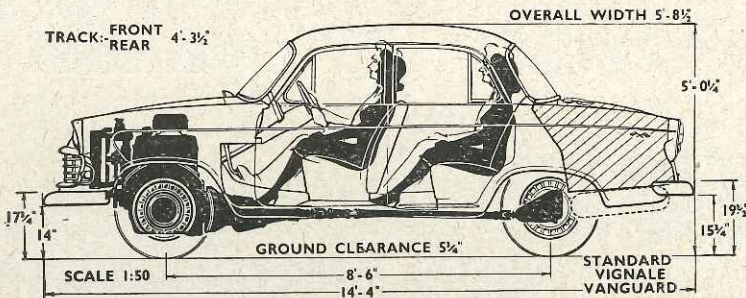
**Touring Fuel Consumption** (m.p.g. at steady speed midway between 30 m.p.h. and maximum, less 5% allowance for acceleration) .. 28 m.p.g.  
 Fuel tank capacity (maker's figure) .. 12 gallons

### STEERING

Turning circle between kerbs:  
 Left .. .. .. 36½ feet  
 Right .. .. .. 36½ feet  
 Turns of steering wheel from lock to lock .. 3½

### BRAKES from 30 m.p.h.

0.94g retardation (equivalent to 31 ft. stopping distance) with 100 lb. pedal pressure.  
 0.87g retardation (equivalent to 34½ ft. stopping distance) with 75 lb. pedal pressure.  
 0.62g retardation (equivalent to 49½ ft. stopping distance) with 50 lb. pedal pressure.  
 0.23g retardation (equivalent to 130 ft. stopping distance) with 25 lb. pedal pressure.



### ACCELERATION TIMES from standstill

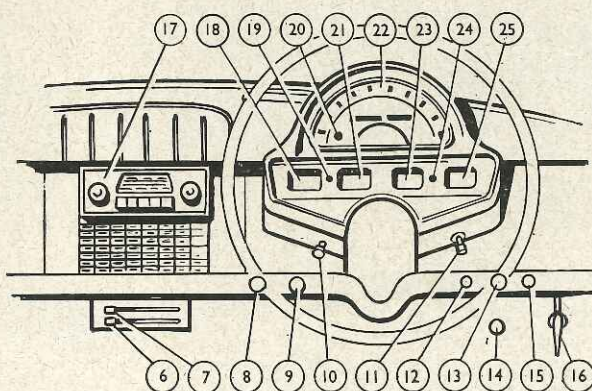
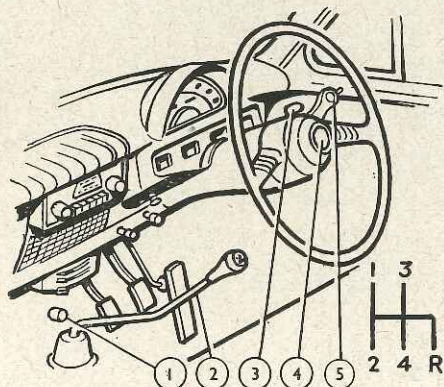
0-30 m.p.h. .. .. .	5.6 sec.
0-40 m.p.h. .. .. .	9.1 sec.
0-50 m.p.h. .. .. .	13.5 sec.
0-60 m.p.h. .. .. .	20.8 sec.
0-70 m.p.h. .. .. .	34.7 sec.
Standing quarter mile .. .. .	21.7 sec.

### ACCELERATION TIMES on upper ratios

	o/d Top	Top	o/d 3rd	3rd
10-30 m.p.h. .. .. .	— sec.	9.5 sec.	7.3 sec.	6.3 sec.
20-40 m.p.h. .. .. .	11.9 sec.	9.2 sec.	8.4 sec.	6.5 sec.
30-50 m.p.h. .. .. .	12.4 sec.	9.6 sec.	9.7 sec.	7.8 sec.
40-60 m.p.h. .. .. .	14.2 sec.	12.1 sec.	11.4 sec.	12 sec.
50-70 m.p.h. .. .. .	16.7 sec.	16.7 sec.	14.4 sec.	—

### HILL CLIMBING at sustained steady speeds

Max. gradient on o/d top gear .. .. .	1 in 10.6 (Tapley 215 lb./ton)
Max. gradient on top gear .. .. .	1 in 9 (Tapley 253 lb./ton)
Max. gradient on o/d 3rd gear .. .. .	1 in 8.2 (Tapley 275 lb./ton)
Max. gradient on 3rd gear .. .. .	1 in 6.5 (Tapley 345 lb./ton)



1, Headlamp dip-switch. 2, Gear lever. 3, Direction indicator switch. 4, Horn button. 5, Overdrive switch. 6, Heater control. 7, Heater air distribution control (pull for boost fan). 8, Choke control. 9, Windscreen wipers control. 10, Panel

light rheostat. 11, Trip re-setting knob. 12, Ignition and starter switch. 13, Lights switch. 14, Bonnet catch release. 15, Windscreen washer button. 16, Handbrake. 17, Radio controls. 18, Ammeter. 19, Headlamp main beam indicator

lamp. 20, Dynamo charge warning lamp. 21, Fuel contents gauge (with reserve marked). 22, Speedometer and distance recorder. 23, Oil pressure gauge. 24, Direction indicator warning light. 25, Water thermometer.

# The Standard Vignale Vanguard

**THE MODERN TOUCH.**—With enlarged window area, a graceful grille, pleasing wheel discs and balanced two-colour scheme the Vignale-modified Vanguard is fully representative of 1959 styling trends.



## A Family Car of Attractive Appearance which Offers Useful Performance with Low Running Costs

**T**HE Standard Vanguard has now been subject to continuous development for over a decade during which time, and with no dimensional change in the engine, the maximum speed has been increased by 6 m.p.h., fuel consumption improved by 3 m.p.g. and the time needed to reach 50 m.p.h. from rest reduced by over 2 sec. The Phase II model tested in 1953 introduced the notched back and for the first time the model recorded a speed of 80 m.p.h.; the Phase III tested in 1956 (with the Laycock-de Normanville overdrive added to its three-speed gearbox) had all the mechanical elements transferred to a wholly new hull, giving an 8½-in. increase in wheelbase and a 5½-in. increase in length.

The latest version of the car, which we have just completed testing, was introduced at the London Motor Show of 1958 and shows useful development both mechanically and in appearance. So far as the former is concerned a four-speed gearbox, with a

central gear lever, is now available, and so is the Laycock-de Normanville unit which gives overdrive on the two upper ratios, thus offering a total of six forward speeds. An emergency low of 15 : 1 is followed by the closely-spaced intervals of (in round figures) 9, 6, 5, 4½ and 3½ : 1 upon which, at a sensible 4,000 r.p.m., road speeds of 33, 50, 60, 70 and, in the right circumstances, possibly 84 m.p.h. may be achieved.

By this means the overall performance of the car has been sensibly improved and, at the same time, the appearance altered substantially for the better by a few simple changes which have followed from the interpretation of the well-known designer Michelotti's suggestions by the equally well-known specialist coachbuilders, Vignale of Turin.

The roof of an otherwise little changed body shell has been opened up so that the top of the windscreen is 2¼ in. higher than it was on the preceding models, and the back light has been enlarged to an even greater extent by an increase in depth of no less than 4¼ in. The metal frames at both front and back are now of stainless steel, as are the mouldings of the trunk, bonnet and roof guttering, and this, together with the anodized aluminium used for the windscreen frames, part of the wheel discs, and part of the front grille, means that a substantial part of the bright metal work is incorruptible.

These details demonstrate the practical outlook of the constructors, and this is confirmed by the general layout of the vehicle and its behaviour.

Mild weather was experienced during the whole of our test, and the engine started immediately on full choke, but although it took as much as a couple of

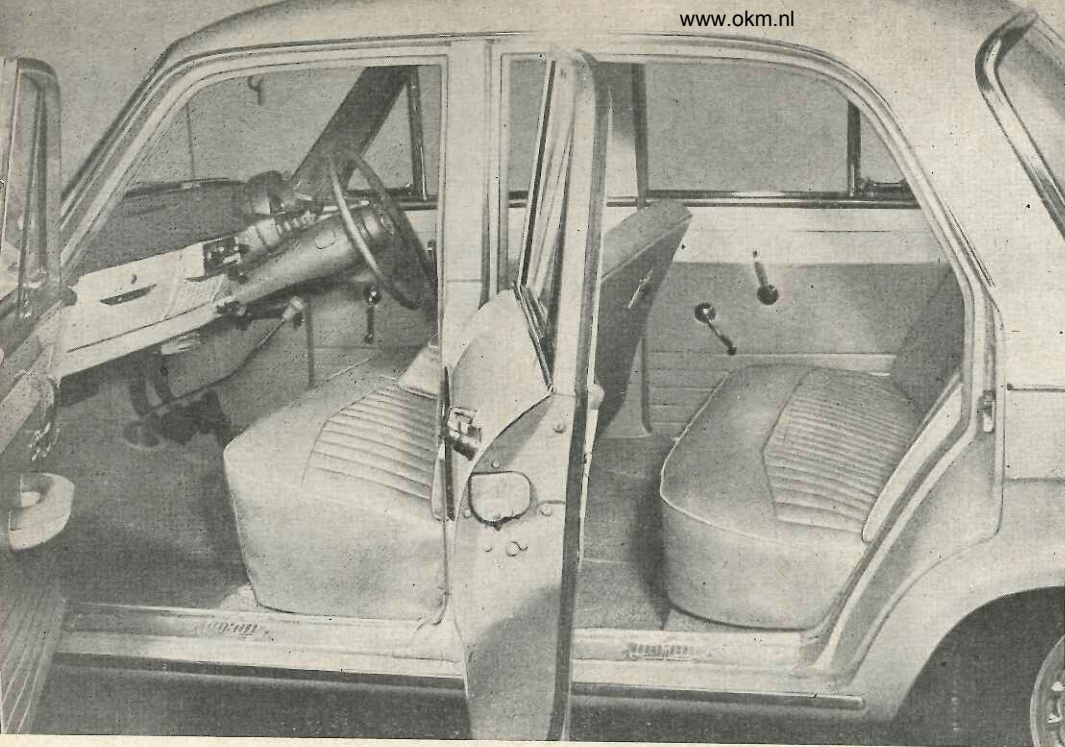
miles to warm up sufficiently to enable the rich mixture control to be completely pushed home, and during this period engine stalling was not unknown, once in its stride the relatively large four-cylinder engine was flexible and showed good pulling power over a wide range of speed. The long central gear lever gave easy and positive changes, although in the urgency of the performance tests the plastic casing on the soft rubber gear knob broke and the whole unit subsequently came away from the lever.

This incident notwithstanding the combination of the four-speed box and the overdrive unit, was an outstanding feature, as an ability to cruise at 70 m.p.h. with the engine turning over at a modest 3,300 r.p.m. (and little more than 2,000 ft./min. piston speed) is obviously agreeable, especially when a flick down on the accessibly mounted overdrive switch puts one into direct top which has the capacity of carrying the car up better than 1 in 10 gradients. For the mixed traffic conditions which are so frequently experienced in England the alternative possible use of third and the accompanying overdrive ratio is even more significant, in that when leaving a 30-m.p.h. limit the car will reach 50 m.p.h. in 7½ sec. and if the overdrive be then introduced the engine speed will fall from 4,000 r.p.m. to a very comfortable 3,300 r.p.m. As the indirect gears are commendably quiet the car may in this fashion be driven for many miles without using the clutch and, after experience, almost undetectable shifts made from one ratio to another, there being only a slight loss of time and energy during the gear-change process.

Although keen drivers will prefer the four gears with centrally disposed lever rather than the three speeds with steering column shift which is another option, it must be admitted that the latter arrangement does facilitate the carriage of three persons on the front seat which, being 54 in. wide, makes possible comfortable travel in this condition even over quite big mileages.

### In Brief

Price (including heater, radio and Laycock-de Normanville overdrive, as tested) £764 plus purchase tax £383 7s. equals £1,147 7s.	
Price with heater (including purchase tax), £1,043 17s.	
Capacity ... ..	2,088 c.c.
Unladen kerb weight ... ..	24½ cwt.
Acceleration:	
20-40 m.p.h. in direct top gear ... ..	9.2 sec.
0-50 m.p.h. through gears	13.5 sec.
Maximum direct top gear gradient ... ..	1 in 9
Maximum speed ... ..	82.8 m.p.h.
"Maximile" speed ... ..	79 m.p.h.
Touring fuel consumption ... ..	28.0 m.p.g.
Gearing: 17.3 m.p.h. in top gear at 1,000 r.p.m. (overdrive, 21 m.p.h.); 28.6 m.p.h. at 1,000 ft./min. piston speed (overdrive 34.8 m.p.h.).	



**CARRYING CAPACITY.**—The centre gear lever is shaped to permit three people on the 54 in. front seat and thus for occasional use six adults can be carried in the car; with a more normal load a centre armrest steadies both driver and front-seat passenger.

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The floor lever is, however, shaped to mitigate this problem and whatever the number of persons carried they gain by the higher windscreen which, in conjunction with the drooping bonnet, gives unusual visibility both forward and upwards. The driver moreover finds that the high "wings" running forward to the headlamps are a valuable means of positioning the vehicle which, as one might expect from the fact that the front wheels carry 56% of the unladen weight, is a basic under-steerer. The benefits derived therefrom are diminished slightly by a steering system which calls for a fair degree of muscular effort on sharp corners, and quite noticeable exertion when parking, and although the general cornering power of the car is good greater sensitivity would be welcomed by the skilled owner and less effort by the woman driver.

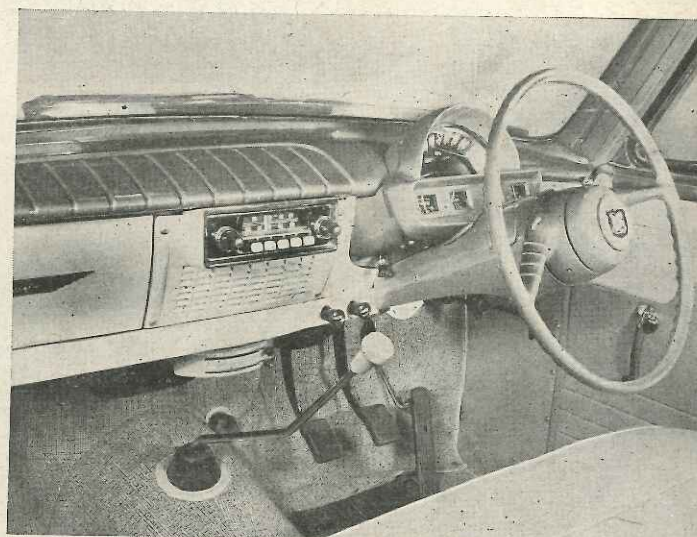
In many ways this is a man's car and with a brake-lining area of 125 sq. in. per laden ton stability in the system is further ensured by relatively low mechanical

**EASY GUIDE.**—The steering wheel spokes do not obstruct the clearly inscribed dials and neither radio set nor heater controls obstruct the large luggage locker opposite the passenger.

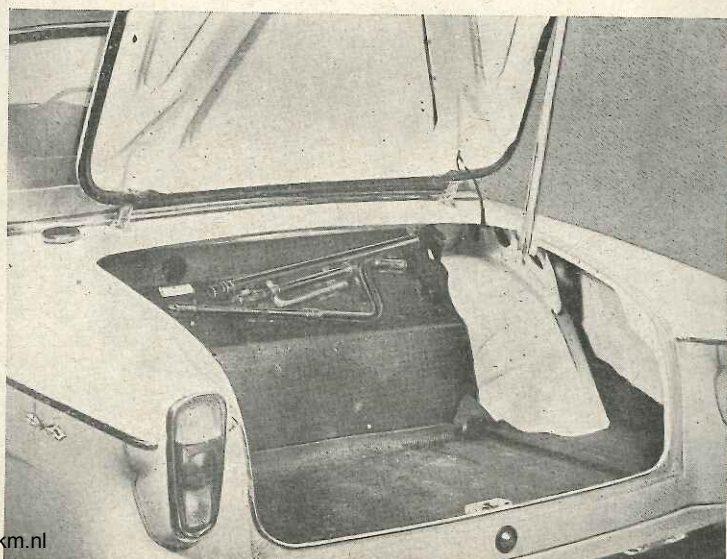
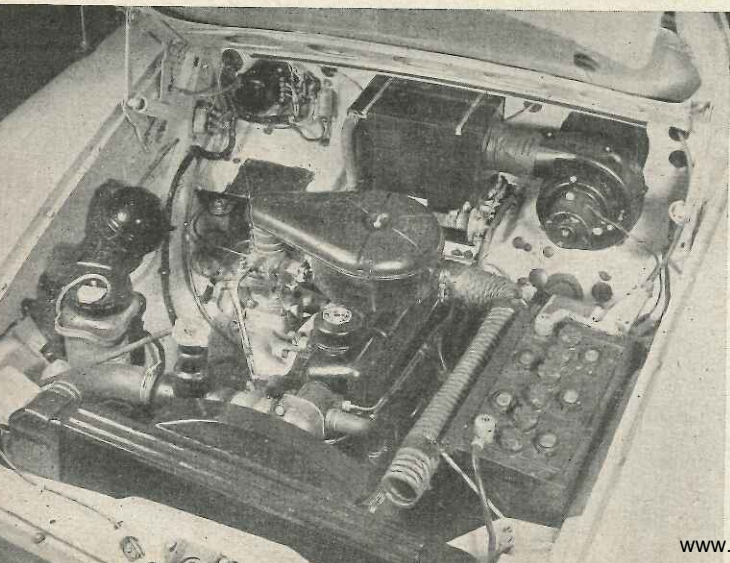
advantage even at the expense of high pedal pressures by modern standards. As the suspension, also, is firm, giving very moderate roll even when corners are taken at higher than normal speeds, and being

obviously well able to cope with a combination of rough roads and a full load of passengers as well as a fully charged luggage boot with a capacity of 14 cu. ft., one has the impression of a very tough vehicle

**EASILY DONE.**—The battery, carburetter, fuse box and washer reservoir are all instantly accessible in case of need and other engine components can also be reached without difficulty, the bonnet being clear of air conduits as a consequence of the scuttle intake.



**CLEAR CONTENT.**—With the toolkit fixed out of the way and with the spare wheel on a tray beneath the floor the theoretical 14 cu. ft. in the luggage locker are all available for the actual carriage of personal effects.



**REFASHIONED.**—This picture displays the exceptional depth of the rear window on the latest Vanguard as well as the neat tail lamp cluster and the wraparound rear bumper for which over-riders are an optional extra.



which will stand up to hard driving in adverse circumstance.

The combination of high gearing and four cylinders also makes operation economic for at a steady 50 m.p.h. it will cover more than 30 miles on a gallon of fuel and on 100 gallons it will cover over 2,600 hard-driven miles. Low crankshaft and piston speed go far to ensure engine durability; individually detachable cylinder liners can be replaced without removing the engine from the frame, and the scuttle air entry, by eliminating under-bonnet conduits, considerably enhances the accessibility of the engine components.

A Smith's heater is fitted as standard equipment and provides effective heating, but rather less efficient clearance on the inside of the glass, although the standardized Lucas electric washer performs a like office for the exterior with great skill, the wiper blades traversing a useful arc so that the exceptional forward visibility is not seriously diminished in adverse circumstance. By contrast the rear window seemed more prone to mist over than normal and the hood over the speedometer is unfortunately too small (by about half) to prevent disagreeable reflections on the windscreen at night. A further legitimate criticism is the use of a common key for the ignition, glove locker, doors and luggage boot, although the provision of locks on each front door is as welcome as the provision of centre armrests for both front and back seats.

A tap in the rear luggage locker con-

trolling a two-gallon fuel reserve is particularly commendable, whereas the absence of bumper over-riders (except as an optional extra) is surely omitting a virtual necessity in modern urban and suburban conditions; a headlamp flasher is not quite so badly needed, but it seems strange to drive a modern car, enjoying Continental influence, between cities without it.

A pleasing feature is the provision of courtesy switches on all four doors (on the test car the front passenger door switch was inoperative), and as the interior light is mounted centrally above the windscreen it adequately illuminates the book read when waiting, or the map consulted on the journey. Either or both can be accommodated in a useful container placed on the passenger's side of the scuttle which supplements the lockable glove box, it being also possible to carry small parcels inside the car between the rear seat and the rear window.

The seats themselves are well positioned and give good support, recesses behind the front seat ensuring that the back seat passengers never have less than 9 in. of knee room. Upholstery on the car submitted for test was in Vynide, although cloth can

be specified for export models and real hide as an optional extra in the U.K.

The changes of shape have been accompanied by a choice of five colours for the body beneath the waistline, and for the roof, and three choices for the intervening area. The upholstery and body interior present a further three colours, and although these schemes have been carefully and intelligently chosen, one regrets that some rather more robust selections are not available.

To sum up, the Vanguard Vignale is a technically matured car, the components of which have an excellent reputation for longevity; with an ability to carry six people if required; at maximum speeds exceeding 80 m.p.h. if needed; and at an overall fuel consumption at worst better than 25 m.p.g. and at best approaching 30 m.p.g.—a combination of qualities not frequently rivalled. Add to this a set of gear ratios which can be intelligently selected for almost every circumstance, stable handling and braking, a fresh, and refreshing, appearance and one has in this latest Vanguard a really worthwhile return on the capital outlay involved.

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## Specification

<b>Engine</b>	
Cylinders...	4
Bore	85 mm.
Stroke	92 mm.
Cubic capacity	2,088 c.c.
Piston area	35.2 sq. in.
Valves	Pushrod o.h.v.
Compression ratio	7.5/1
Carburettor	Solex downdraught
Fuel pump	AC mechanical
Ignition timing control	Centrifugal and vacuum
Oil filter	Full-flow
Max. power (gross) at	72 b.h.p.
at	4,200 r.p.m.
Piston speed at max b.h.p.	2,540 ft./min.
<b>Transmission</b>	
Clutch	Borg and Beck 9 in. s.d.p.
Top gear	4.3 (overdrive, 3.53)
3rd gear	5.96 (overdrive, 4.9)
2nd gear	9.03
1st gear	15.02
Reverse	19.6
Overdrive	Laycock-de Normanville
Propeller shaft	Hardy Spicer
Final drive	Hypoid bevel
Top gear m.p.h. at 1,000 r.p.m.	17.3 (overdrive 21)
Top gear m.p.h. at 1,000 ft./min. piston speed	21 (overdrive 34.8)
<b>Chassis</b>	
Brakes	Lockheed hydraulic, 2 l.s. front
Brake drum internal diameter	10 in.
Friction lining area	175 sq. in.
<b>Suspension:</b>	
Front	Coil and wishbones
Rear	Semi-elliptic
<b>Shock absorbers:</b>	
Front	Telescopic
Rear	Telescopic
Steering gear	Recirculating ball
Tyres	5.90 x 15 tubeless

## Coachwork and Equipment

Starting handle	Yes
Battery mounting	Below bonnet
Jack	Single pillar screw type
Jacking points	4 external on bumpers
Standard tool kit:	Jack, starting handle, wheel nut spanner, adjustable spanner, pliers, three open-ended spanners, two box spanners, grease gun, combination screwdriver, name-plate remover and tommy bar, tyre valve tool, valve and plug gauge assembly, contact breaker gauge and screwdriver, tool roll.
Exterior lights:	2 head, 2 side, 2 stop/tail, 2 rear flashers, 2 front flashers, combined number plate and reversing light.
Number of electrical fuses	3
Direction indicators	Self-cancelling flashers, white front, amber rear
Windscreen wipers	2-blade self-parking electrical with washers
Windscreen washers	Lucas electrical standard
Sun vizors	2 universally pivoted
Instruments:	Speedometer with odometer and decimal trip, fuel contents gauge with reserve marked, ammeter, coolant temperature, oil pressure.
Warning lights	Ignition, flashers, high beam

### Locks:

With ignition key	Glove locker, both front doors, luggage boot
With other keys	None
Glove lockers	None
Map pockets	1 on fascia with lid
Parcel shelves	1 Behind rear seat
Ashtrays	2 in front, 1 at rear
Cigar lighters	None
Interior lights:	1 above windscreen, courtesy switches on all doors
Interior heater	Fresh air type with screen de-misters
Car radio	Radiomobile optional
Extras available:	Borg-Warner automatic transmission or Laycock-de Normanville overdrive attached to either 3-speed box with column lever or 4-speed box with centre lever; leather upholstery (home), cloth upholstery (export); laminated glass screen; overriders on bumpers.
Upholstery material	Vynide
Floor covering	Carpet
Exterior colours standardized	Choice of 15
Alternative body styles	Estate car

## Maintenance

Sump	10½ pints S.A.E. 10W/30 Multigrade
Gearbox	1½ pints (with overdrive 3½ pints) S.A.E.90
Rear axle	1½ pints S.A.E.90
Steering gear lubricant	S.A.E.90
Cooling system capacity	14 pints (2 drain taps)
Chassis lubrication:	Propeller shaft universal joints by oil, remainder by grease. To 21 points every 1,000 miles; 12 points every 6,000; to 2 at 12,000.
Ignition timing	12° B.T.D.C.
Contact-breaker gap	.015 in.
Sparkling plug type	Champion L10
Sparkling plug gap	.032 in.

Valve timing:	Inlet opens 10° B.T.D.C.; inlet closes 50° A.B.D.C. Exhaust opens 50° B.T.D.C.; exhaust closes 10° A.T.D.C.
Tappet clearances (cold):	Inlet, .010 in.; exhaust, .010 in.
Front wheel toe-out	0-1/16 in.
Camber angle	2° + V.E. static laden
Castor angle	1½° - V.E. static laden
Steering swivel pin inclination	5½°
<b>Tyre pressures (fully laden):</b>	
Front	26 lb.
Rear	26 lb.
Brake fluid	Lockheed
Battery type and capacity	Lucas 51 amp. hr.