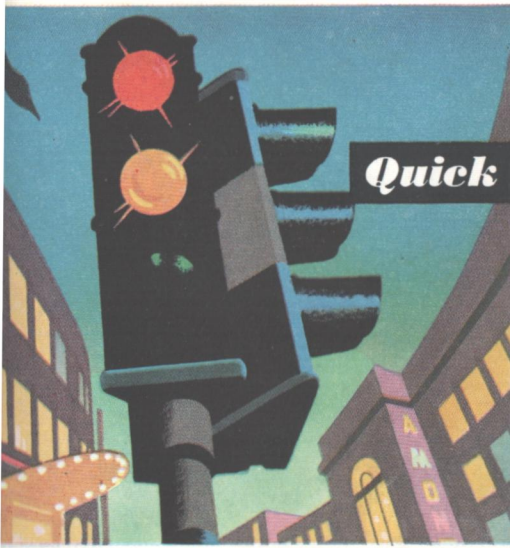


**STANDARD**

**V A N G U A R D**



*The world's most experienced car . . . .*



**Quick acceleration**


The Standard Vanguard responds swiftly to a touch of the accelerator – no lagging when the traffic lights flash green. This makes the car ideal for city driving.



**Safe cornering**

With its exceptional road-holding qualities you can take corners safely at speed in the Standard Vanguard. This means easing the strain of driving and reducing fatigue on long journeys.

The large luggage boot of the Standard Vanguard solves the problem of what to do with the suitcases when holidays come round. They can be stored easily and quickly.



**No luggage problems!**

With its wide generous seating and folding arm rest in the front, the Standard Vanguard provides the maximum comfort for driver and passengers.



**Comfort**

*. . . . re-styled for to-morrow's needs*



*THE new re-styled Vanguard embodies all and many other new improvements introduced into this famous model from time to time since it was first launched on to the market in July, 1947.*

The **BODY** retains the generous dimensions always associated with the Vanguard, and is capable of seating six persons. The re-styling of the rear part of the car and the luggage boot provides for even greater luggage space and improved rear appearance. The overall length is increased by 5 ins., but the car retains its easy manoeuvrability. Access to the rear seats has been greatly improved by the rear door opening for the entire width of the seat. Pivoted glass ventilators are fitted to all four doors, which also have drop lights in addition, thus providing for adequate control of ventilation.

A full width vertical rear window gives the most extensive rear vision. The spare wheel is carried beneath the luggage locker, so providing the fullest possible luggage space in the boot—21 cu. ft. (.6 cu. metre) as compared with 14 cu. ft. (.398 cu. metre) previously.

The rear wheel arches have been modified and are no longer fitted with detachable covers. The chromium strips in front have been simplified, making for easier cleaning, while a new bonnet motif is fitted.

New mechanical features include : The clutch, which has now been strengthened and is now operated hydraulically, giving a very light pedal pressure. The hydraulic master cylinders for operating the clutch and the Lockheed Hydraulic brakes are fed from a common fluid reservoir, thus both systems are maintained when necessary by topping up through a single filling cap.

**STEERING.**—The operating gear is of an improved cam and roller system, giving longer wearing life under the stresses of the more difficult overseas road conditions. The petrol tank, which is of 12 gallons (54.5 litres) capacity, is placed vertically at the back of the luggage boot ; this enables the last drop of fuel to be extracted if necessary and gives a head of petrol which under most conditions will reach the fuel pump by gravity, so reducing the risk of vapour locks forming in the petrol pipe line at high altitudes.

An ammeter is now included in the instrument panel, and the 6.00 in. × 16 in. tyres are fitted to a new 4½ in. well base rim.

## General Specification

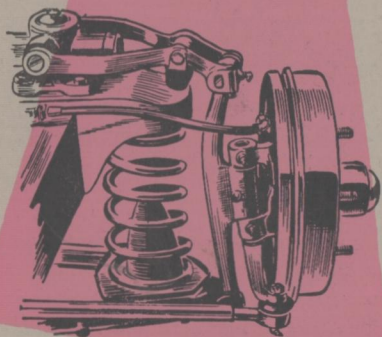
**ENGINE.**—Four cylinders, bore 85 mm. (3.347 in.), stroke 92 mm. (3.622 in.). Capacity, 2,088 c.c. (two-litre) 127.6 cu. in. B.H.P., 68 at 4,200 r.p.m. Compression ratio, 7 : 1. Centrifugally chill cast, nickel-chrome iron, replaceable cylinder sleeves fitted in direct contact with cooling water. Three-bearing crankshaft. Overhead valves push-rod operated. Camshaft four-bearing ; Harmonic cams ; drive by Duplex chain. Cooling system thermostatically controlled, 14½ pints capacity ; pump circulation. Fuel system, 12½ gallon (57 litres) tank. Tap in fuel line ; pump A.C. mechanically operated. Carburettor, Solex down-draught. Manifold thermostatically controlled hot spot for quick warming. Combined air cleaner and silencer. Lubrication : Hobourn Eaton high-capacity pump, submerged in sump, gauze filter. Purolator oil cleaner, by-pass type, replaceable cartridge. Ignition : Coil, centrifugal and suction controlled automatic advance. Engine mounting : Buoyant power flexible mounting for engine and gearbox unit.

**TRANSMISSION.** — Clutch : Borg & Beck 9 in. dia. single dry plate. Hydraulic operation. Light action pedal. Lockheed brake and clutch master cylinders fed from partitioned common reservoir. Ball thrust bearing for export. Copper carbon thrust-pad (home). Gearbox : Three forward ratios and reverse. Patented remote control gear change on steering column, change lever points to centre of car in both left-hand and right-hand drive models. Patented positive synchromesh gears on all forward ratios. Silent helical gears. Overall ratios : Top, 4.625, 3.6 when fitted with overdrive ; 2nd, 7.71 ; 1st, 16.35 ; reverse, 18.99. Propeller shaft : Hardy-Spicer all-metal shaft, needle-roller bearings.

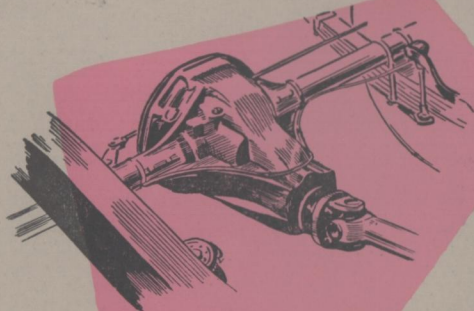
**SUSPENSION.**—Coil springs of low periodicity for independent suspension at front, long semi-elliptic springs at rear. Controlled by piston-type hydraulic dampers.

**BRAKES.**—Lockheed hydraulic. Two leading shoe type being used on front wheels, leading and trailing shoe type on rear wheels.

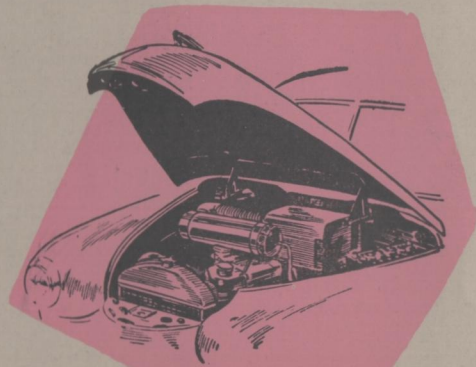




INDEPENDENT FRONT WHEEL SUSPENSION  
AND LOCKHEED HYDRAULIC BRAKES



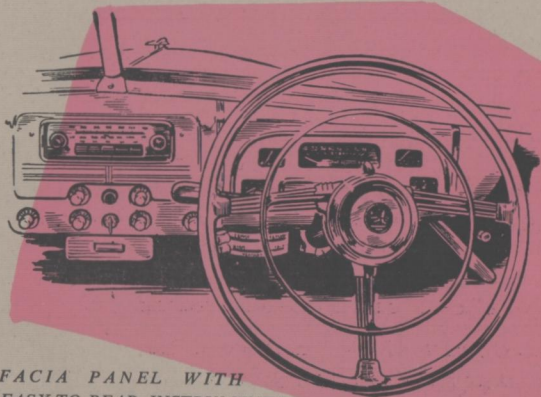
HYPOID REAR AXLE



SPRING-LOADED BONNET FOR EASY  
ACCESS TO ENGINE AND BATTERY

*Bringing you new refinements  
in style - in comfort - in performance*

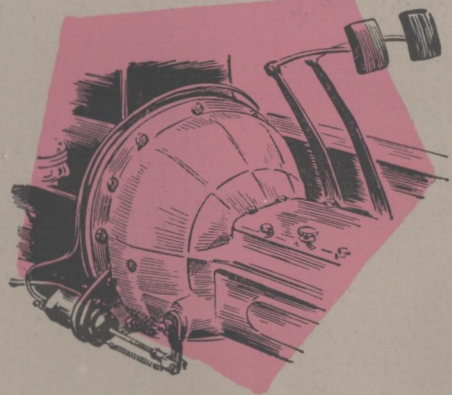
---



FACIA PANEL WITH  
EASY-TO-READ INSTRUMENTS

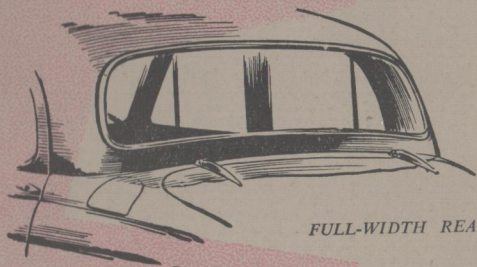


GROUPED TAIL, STOP  
AND REVERSING LAMPS

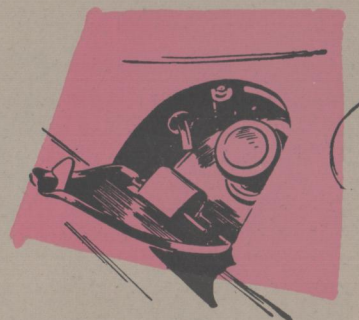


HYDRAULICALLY OPERATED CLUTCH

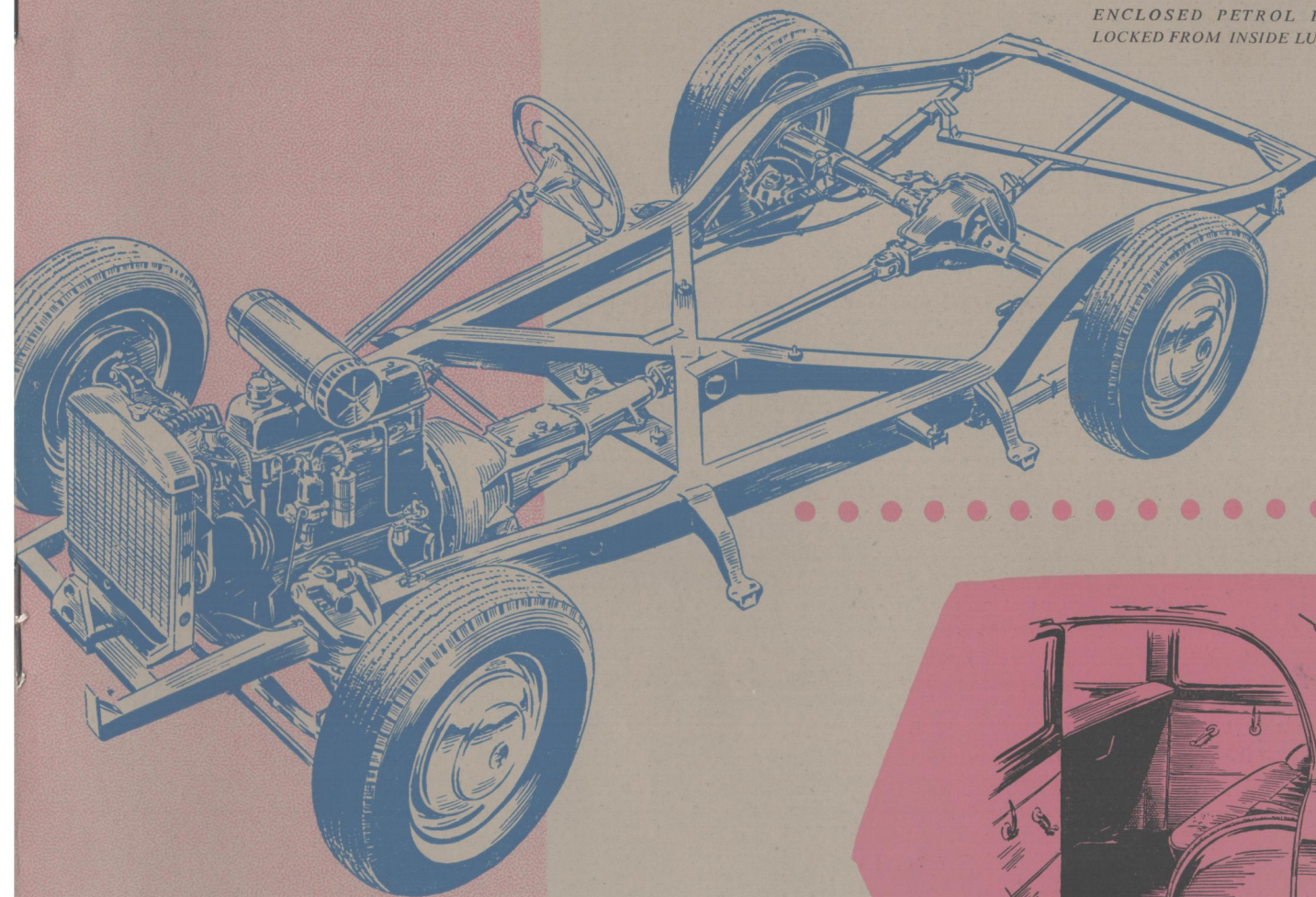




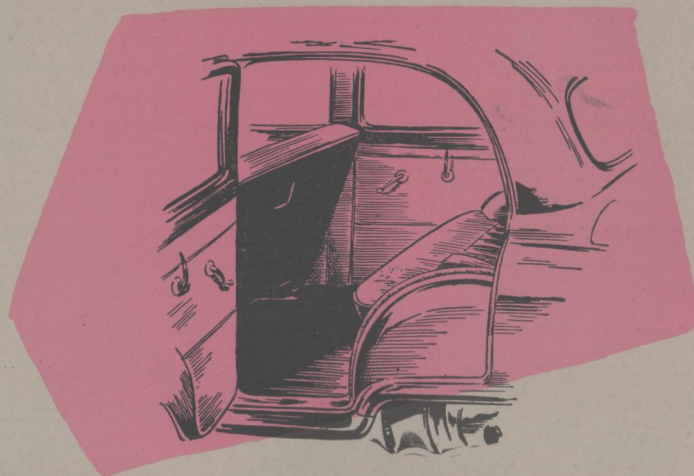
FULL-WIDTH REAR WINDOW



ENCLOSED PETROL FILLER CAP  
LOCKED FROM INSIDE LUGGAGE BOOT



THE STANDARD VANGUARD  
CHASSIS IS EXCEPTIONALLY STRONG  
AND RIGID IN STRUCTURE



REAR SEATING PROVIDES ROOMY ARMCHAIR COMFORT



Alloy cast-iron brake drums. Foot operates on all four wheels hydraulically. Hand brake operates on rear wheels mechanically. Lever located under scuttle.

**FRAME.**—Rigid structure, formed by opposed channel steel pressings welded together, producing rectangular formed side members and boxed cross members, the whole being braced by a cruciform member. Complete frame rust-proofed by Bonderizing process.

**STEERING.**—Improved cam and roller type. Optional right-hand or left-hand drive. Steering wheel, 17 in. dia. (431 mm.), three-spoke, spring type, arranged to provide maximum vision of instruments.

**ELECTRICAL EQUIPMENT.**—12 volt, 51 amp. hr. Located under bonnet.

**BODY.**—Four-door, four-light, 5-6 seater saloon. Steel panelled, rust-proofed by Bonderizing process. Fitted with Triplex toughened glass. Vee front screen. Door handles press-button operation. Upholstery Vynide on basic model. Leather extra. Front seats of the divan type with centrefolding arm-rest and combined elbow rest and door-pull to front doors. Side arm-rests for rear passengers. Effective seat width, front 57 in. (1,447 mm.), rear 48 in. (1,220 mm.) Width over elbow-rests at rear, 56 in. (1,416 mm.) Front seat adjustable fore and aft, easily operated with passengers seated. Maximum interior body width, 60½ in. (1,537 mm.). Low-level flat floor. Instruments attractively grouped in front of driver on facia panel include speedometer with trip, ammeter, fuel, water temperature, oil pressure gauges. Indirect instrument illumination. Ignition warning light.

**PARCEL AND LUGGAGE ACCOMMODATION** includes glove locker on passenger side, fitted in facia panel with lock. Commodious parcel recess provided in front doors. Parcel shelf behind rear seat. Luggage boot, having 21 cu. ft. (0.6 cu. metre) capacity. Rubber mat on boot floor. Rubber-covered petrol tank.

**VENTILATION.**—All four doors fitted with drop lights, winder operated, and also have fully pivoting glass ventilators, providing anti-draught ventilation or air flow into interior.

#### GENERAL EQUIPMENT.

Sun visors. Interior driving mirror. Headlamps, flush-fitting sealed unit, pre-focus bulbs, double dipping, foot-operated switch. Parking lights, flush-mounted below headlamps. Rear lamps: two tail and stop lamps, two reversing lights, number-plate illumination light, twin rear reflectors, interior panel lights. Horns, twin wind-tone, concealed mounting. Roof lighting, remote switch on facia panel. Large ash trays at front and rear. Moulded rubber mats in front, carpets at rear with thick felt underlay. Head lining, washable plastic. Direction indicators, self-cancelling, control at centre of steering wheel. Bonnet is spring counter-balanced. Twin screen wipers, electric, motor under bonnet. Spare wheel and tyre. Tools, with jack and starting handle.

**PETROL FILLER.**—Concealed in body, flap locked from inside boot.

#### DIMENSIONS.

Wheelbase, 7 ft. 10 in. (2,388 mm.). Track: front, 4 ft. 3 in. (1,295 mm.); rear, 4 ft. 6 in. (1,372 mm.). Ground clearance: rear axle, 8 in. (203 mm.). Turning circle, 35 ft. (10.7 metres). **Overall dimensions:** length 14 ft. (4,267 mm.); width, 5 ft. 9 in. (1,753 mm.); height (unladen), 5 ft. 5 in. (1,651 mm.). Weight: dry (excluding extra equipment), 24¼ cwt. (1,233 kg.); complete (including fuel, tools, oil and water), 25½ cwt. (1,295 kg.).

**EXTRAS.**—**Overdrive**—Laycock de Normanville overdrive unit. **Air conditioning**, incorporating (1) Smiths heater and air conditioning unit under bonnet, receives fresh air from front of car and boosts it to the interior. (2) De-mister and de-froster provides current of air to the windscreen. (3) Controls conveniently placed below facia. System provides cool or heated air as desired. **Radio:** Radiomobile, push-button control centrally grouped; Telescopic aerial, mounted centrally at front of roof with interior control.

**Leather Trim.**

**PERFORMANCE.**—Maximum speed, 80 m.p.h. (130 km.p.h.). Consumption: Petrol, 26/28 m.p.g. (10.8 to 10 litres per 100 km.); Oil, 2,000 m.p.g. (750 km. per litre).

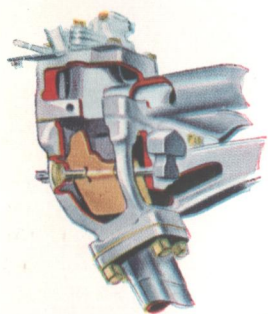
#### CONDITIONS OF SALE.

*The goods manufactured by The Standard Motor Company Limited are supplied with an express warranty which excludes all warranties, conditions and liabilities whatsoever implied by Common Law, Statute and otherwise. The Company reserves the right to vary the list prices at any time and all goods are invoiced at the prices current on day of delivery, ex-works. The Company reserves the right on the sale of any vehicle to make before delivery without notice any alterations to or departure from the specification, design or equipment detailed in its various publications. Every precaution has been taken to ensure accuracy, but the Company accepts no liability for errors or omissions.*

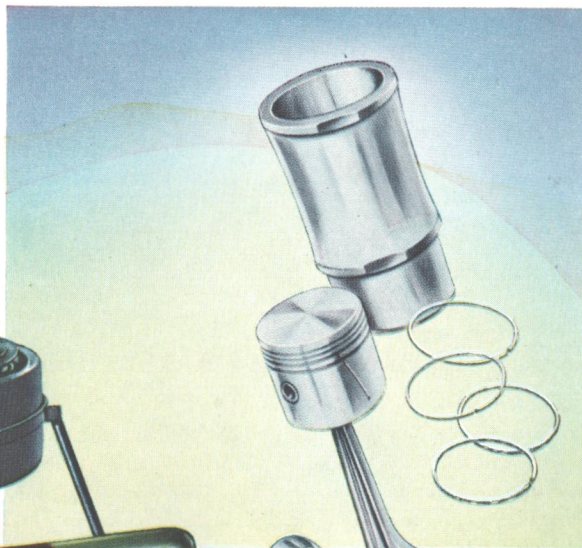
**THE STANDARD MOTOR COMPANY LIMITED, COVENTRY, ENGLAND**



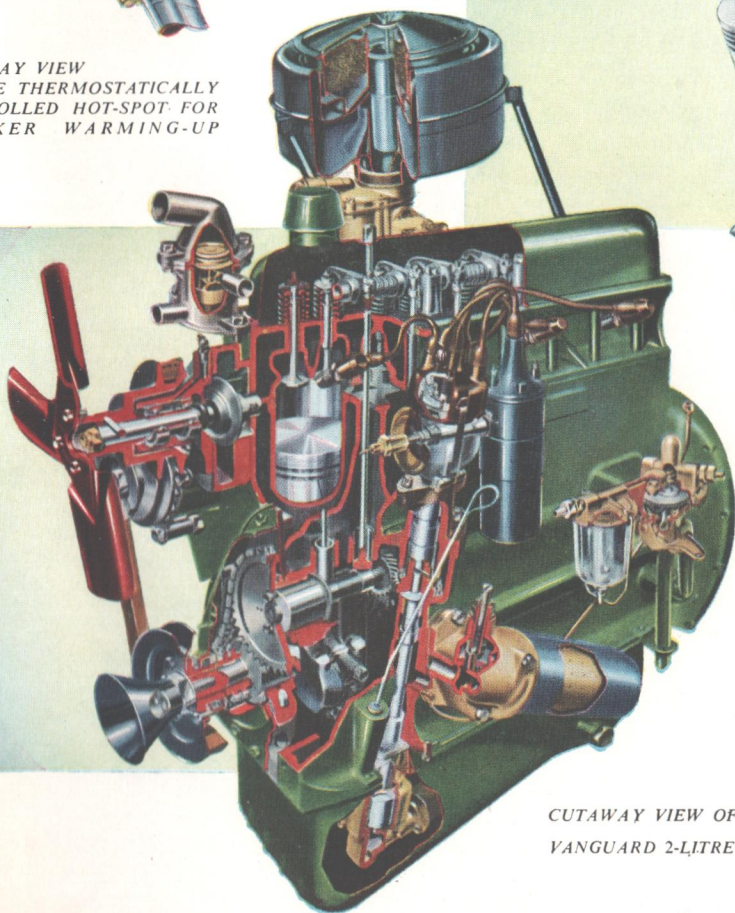
*The powerful two-litre engine.....*



CUTAWAY VIEW OF THE THERMOSTATICALLY CONTROLLED HOT-SPOT FOR QUICKER WARMING-UP



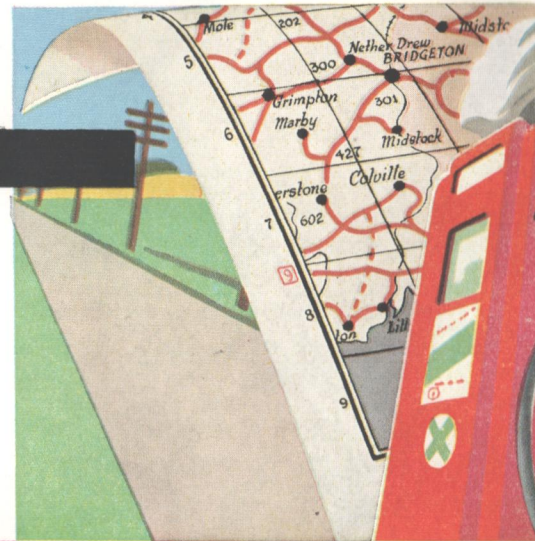
REPLACEABLE CYLINDER LINERS IN DIRECT WATER CONTACT FOR COOLING, THUS ENSURING LONGER ENGINE LIFE



CUTAWAY VIEW OF THE STANDARD VANGUARD 2-LITRE ENGINE

### **Economy**

The 26/28 miles per gallon petrol consumption of the Standard Vanguard makes for economical motoring. This means longer journeys at less cost.



### **Power to spare!**

The 2-litre engine of the Standard Vanguard gives you all the power you need - and plenty to spare. Whether it is climbing a sharp gradient or taking the long pull upwards the Standard Vanguard will respond swiftly and efficiently.

*..... for effortless performance*



0006

## **STANDARD VANGUARD**

The following extras can be fitted :

Heater

Radio

Leather trim

Tygan trim

Laycock de Normanville Overdrive

Dual colour coachwork

