

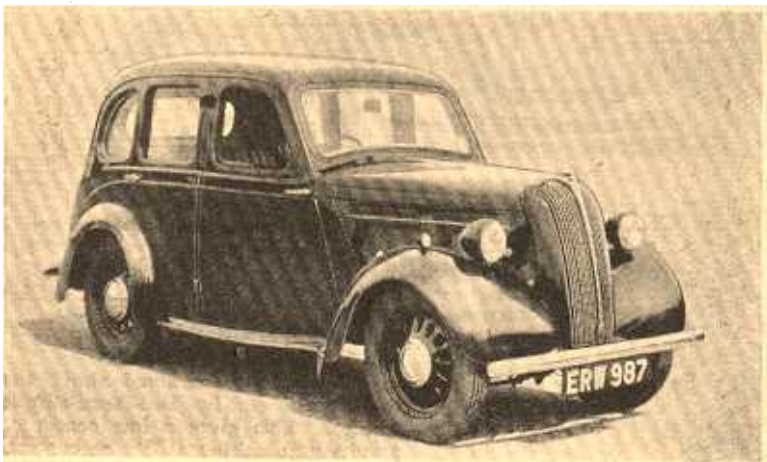
1940 CARS

A Standard Eight Four-Door Saloon

A High-performance Economy Car, Priced at £159 (£169 de luxe). Wheelbase Increased to 7 ft. 4 ins.

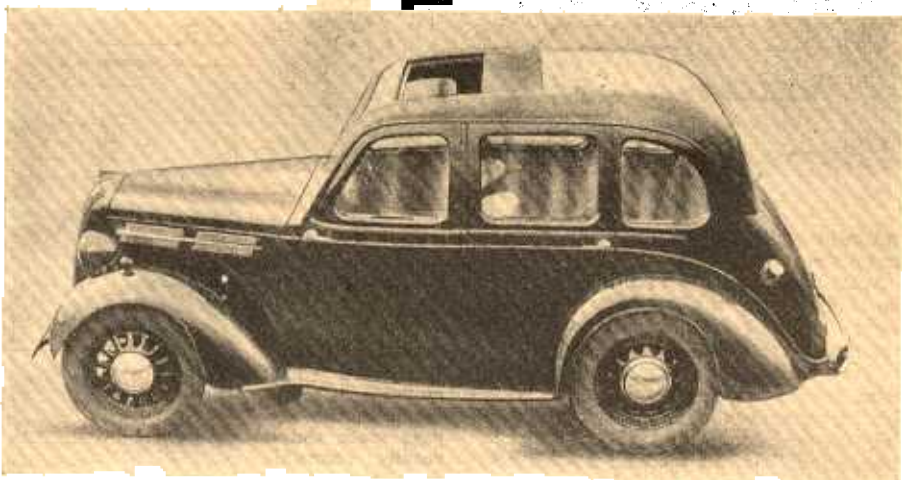
IT is no exaggeration to state that the 18 h.p. Standard has proved itself one of the most popular cars ever marketed in this country. Since its introduction at the 1938 Motor Show a total of 30,000 of these cars has been sold and, it is interesting to note, sales have continued on a substantial scale since the outbreak of war.

The reason for these successes is not far to seek. The Standard Eight has an unusually high performance derived from a combination of a good power output and low weight, and it is also outstanding in having independent front wheel springing and carefully designed engine mounting and sound insulation that jointly confer notably smooth running. To these points must be added economy, the road test figures obtained showing well over 40 m.p.g., a result since confirmed



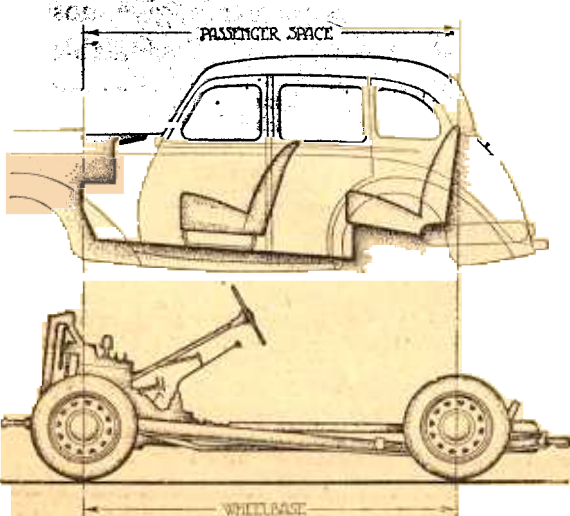
PROPORTION

The larger body now available does not impair the appearance of the car, as may be seen from these pictures.



LENGTH

The extra chassis length of 5 inches avoids excessive overhang and gives a useful door width.



MAKING THE MOST OF IT

The extraordinary body space available on this latest 8 h.p. car is clearly indicated by the sketch (left), which shows that the passenger platform is equal in length to the wheelbase.

by extended experience with a coupé model over a distance of 3,000 miles.

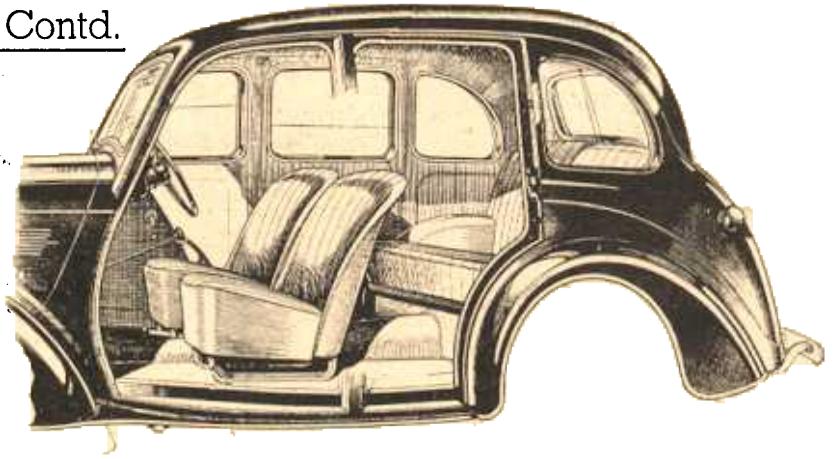
With war-time restrictions and taxation it has been found that many motorists are changing from larger cars to this 8 h.p. model and, largely on this account, a demand has grown up for a somewhat larger body having four doors, giving independent entry to front and rear seats. It has not been possible to accommodate such a body on the normal chassis which has a wheelbase of only 6 ft. 11 ins., but a new model is now introduced, having a wheelbase of 7 ft. 4 ins., and carrying a body which literally makes use of every inch of this space.

The external appearance is on well-known Standard lines, as can be seen from the illustrations on this page. So far as the internals are concerned, a striking feature is shown by a sketch

A Standard Eight . . . Contd.

which indicates that the length available for the passengers is exactly the same as the wheelbase of the car. In consequence there is good leg room for all occupants; whilst the front seat width is 19½ ins. and the effective rear seat width 37 ins.; then beyond this there is a useful luggage locker with access from the outside of the car.

There are two models, a saloon and a saloon de luxe, the main differences being that the former has a fixed screen and black lamps; whereas the more expensive type has an opening screen from a central winder, chromium-plated lamps, interior roof light and ashtrays. Both models have a sliding roof, sun visor, concealed rear blind



ACCOMMODATION

The latest 8 h.p. Standard has a length and a wheelbase giving accommodation for a four-door body with ample leg room for front and rear seat passengers, as shown in the sketch, above, and the picture, left, which emphasizes the space for rear passengers.



so far that it is mounted above the frame members by two semi-elliptic springs. This gives a low centre of gravity and assists stability on corners.

The rear springs are damped by Luvax piston-type shock absorbers, as is the front suspension, which is, however, independent for each front wheel.

and adjustable driver's and front passenger's seats.

Apart from the increase in wheelbase, the chassis is identical to the normal Eight except for minor details. Amongst these are slight modifications to gear ratios to compensate for the extra weight of the complete vehicle, this being approximately 15½ cwt. for the standard model and 15½ cwt. for the de luxe car, an increase of about 5 per cent. compared with the short-wheelbase chassis.

The top gear has, therefore, been lowered from 5.14 to 5.29 to 1, which is 4 per cent., the other ratios being, second 8.87 and first 19.29. In addition the engine power has been raised from 31 at 4,000 to 33 at 4,250. In consequence performance figures have suffered but little despite the additional size of the car.

Having thus shown the differences between the new model and the previous type on which it is based, we will now recapitulate the general specification for the benefit of those who are not familiar with it.

The 8 h.p. Standard has a four-cylinder engine with a bore and stroke of 57 by 100 mm., giving a swept volume of 1,921 c.c. and a taxable horse-power of eight. (The annual tax is £10.) Although having a high-compression engine (6.7 to 1), the car will run well on low-grade fuels, a light-alloy

UNOBSTRUCTED

The spare wheel mounting is separate from the luggage space and is readily accessible as shown, right.



cylinder head being standard practice. Side valves are employed and the manifolds and design of the front mudguards are so designed that they are reasonably accessible for adjustment. Champion plugs are fitted.

This question of maintenance is also catered for in respect of the oil filler, which is on top of the cylinder head, as is the dynamo, whilst the carburetter is of the downdraught type, mounted high up on the side of the engine. The engine is, of course, rubber mounted and additional smoothness is derived from the use of a counter-balanced three-bearing crankshaft. A three-speed gearbox is employed synchronized on the upper ratios, the drive being taken to a conventional rear axle.

This axle, however, is interesting in

A single transverse spring is used with two wishbones, whilst there are two separate track rods leading to separate ball joints on the steering gear drop arm. The layout has been designed to give improved comfort over rough roads and also to provide truly accurate steering under all conditions.

An interesting feature of the design is in the layout of the Bendix servo-type brakes, for the front drums are 8 ins. diameter and 1½ in. wide, whilst the rear and smaller are 6 ins. diameter and 1½ in. wide.

The handbrake is of the pistol-grip type, lying under the scuttle, where it is well out of the way, and the gear lever also is carried far forward in the front compartment, so that the driver can readily emerge from the near-side door if he wishes.