

Headquarters Mechanical Development Committee

Report No. 72

The Vauxhall Victor Car

Origin

A Vauxhall Victor Car was supplied by the Manufacturers to be submitted to a trial under the conditions normally applicable to Forestry Commission vehicles.

Description

Some details of the car as tested are as follows:-

Model - Super

Engine - 4 cylinders 1507 c.c. O.H.V.

Weight - $19\frac{1}{2}$ cwt. as tested (19 cwt. on standard model).

Gears - 3 Forward 1 Reverse.

Price of the Victor Super as tested = £781. 7. 0 Retail
including Purchase Tax.

Price of the Standard Victor = £748. 7. 0 Retail
including Purchase Tax.

The difference between the Standard and the Super Model (as tested) affects only equipment such as arm rests, twin tone horns and more chromium plate on the Super.

Conditions

The car was run principally on main and secondary roads carrying driver and passenger. The total mileage run was 1205 of which half was on short runs including 100 miles in London traffic and 40 miles on forest roads and rides. The driving was shared between three drivers. Premium grade fuel was used except for a brief attempt to run on commercial grade which resulted in "pinking". The engine was fitted with a high compression head for which the makers recommend premium grade.

Observations

1. It was immediately apparent that this car provides a very comfortable ride with an excellent performance and good road holding for its price class.

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2. Visibility to front and rear is outstandingly good largely due to the wrap round windscreen and rear window. The windscreen involves a protrusion into the access space when the front doors are open and there was some users criticism on this point. This is largely, however, a matter of getting used to something new. No real inconvenience is caused and the field of view is immensely improved by the new screen.

3. Body space is good when compared with other cars in the same price class though a driver over six feet tall does find a tendency to inadvertently operate the direction indicator with his knee.

4. The half ring horn contact on the steering wheel was universally condemned as a strange driver could not always find it without looking down when lock was actually on the wheel. This is another case of getting used to it but in a large fleet where drivers may frequently change from one make to another it may be dangerous.

5. The bonnet does not open far enough to allow easy access to the engine and auxiliaries.

6. Some trouble was experienced with water finding its way into the body and accumulating in the parcels tray. The point of entry was not detected.

7. No mechanical trouble arose during the trial except
(a) After the first 3 miles it was found that the choke did not go right home on the carburettor owing to a defect in the cable control. The choke was pushed home by hand for the remainder of the trial.
(b) After 332 miles of the test the tappet of the inlet valve on No. 3 cylinder slacked off. This had presumably been left loose during valve adjustment before the car was delivered by the manufacturers for test.

8. Fuel consumption taken over the whole distance worked out at 33.5 miles per gallon. Bearing in mind the changes of drivers and the mixed type of running, a lot of it being local with many stops and starts this M.P.G. figure is exceptionally good.

Summary

Taking into account that the Vauxhall Victor is essentially an economy car in the low price category it is remarkably comfortable and gives an excellent performance. Fuel consumption is very low for a car of this size.

The criticisms that are offered are the result of looking for faults in what is obviously a very good car.

R. G. SHAW
Machinery Research Officer
July, 1958

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Confidential Addendum to H.Q.M.D.C. Report No.72
on the Vauxhall Victor Car

(For circulation within the Forestry Commission only)

One of the objects of testing vehicles is to compare their performance with the existing standard vehicles of the same class in the Commission's fleet. In the case of the Vauxhall Victor there is no strictly comparable vehicle since the Victor is larger than the Ford Anglia which is, at present, the standard light car. It is interesting, however, to note the following figures:-

1. Cost of the Ford Anglia (Retail) is £571 7. 0d inc. tax.
" " " Vauxhall Victor " £748 7. 0d. " "
2. Fuel consumption of the Ford Anglia = 31.7 m.p.g.
(present average in the F.C. fleet)
Fuel consumption of the Vauxhall Victor = 33.5 m.p.g.
3. Weight of the Ford Anglia = 15 cwt.
Weight of the Vauxhall Victor = 19 cwt.

Comment

Whilst there is a retail price difference of £177 in favour of the Ford, fuel consumption figures are in favour of the Vauxhall.

Comfort and space are certainly better on the Vauxhall, being the larger car.

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