

Standard and Triumph Australian Vehicle Registration Statistics

Part 4 – Standard 8 and Cadet

Robert Bensley

The fourth part in this series looks at the post war Standard 8 and Cadet range of vehicles.

The Standard 8 sedan was introduced in the UK in 1953 as a competitor to cars like the Morris Minor, Austin A30/35 and the Ford Anglia.

The 8 went on sale in Australia in February 1954 replacing the Triumph Mayflower. The initial model was austere with sliding windows and notable for not having an opening boot lid – access to the boot was from inside the car by folding down the back seat. Vic and Pam Lewis's 'Gnomeo' is an example of this model within the Club.

The name '8' referred to the RAC horsepower rating of the new 803cc 4 cylinder engine. However it was not to be long before a 9hp 947cc version was released, with the first of these being registered in September 1954. Interestingly the 9hp version was known as the Standard 10 despite being 9hp at least as far as registration authorities were concerned. This model seemed to attract different names, also being known as the Cadet in Australia, Vanguard Junior in some European countries and the Triumph 10 in the US. 'Deluxe' models became available with luxuries including wind down windows and a boot lid. Registration statistics do not record these separately, break down is by hp and body type.

August 1954 saw the first panel van registered and November the first two utilities and another one panel van – all 8hp. These appeared to be pre-production test vehicles with neither body type yet being on general sale.

Both the 8 and 9hp versions of the sedan were available through 1955 with registrations totalling 8,107 vehicles for the year. In comparison, this was near double the 4,750 registrations achieved by its big brother, the Vanguard Spacemaster, during the same year.

1955 also saw the first station wagon registered in January (again appearing to be a one-off test vehicle) and the utility went on general sale from August with 262 registered by year end. Volume registrations of the station wagon and panel van commenced in February 1956.

While the 8hp engine remained available in the UK right through to 1959, Australia appeared to settle on the larger 9hp engine for all body types from 1956. As a result only the first few examples of each of the station wagon, utility and panel van variants appeared to be 8hp. Remaining stocks of 8hp sedan were all but cleared by the end of 1956 with only 1 registration recorded in 1957.

Sales of all variants continued through to 1959 when the range was replaced by the Triumph Herald. Small numbers of remaining stock were registered in 1960 and 1961 with the last registration (a sedan) occurring in December 1961.

The following table shows the number of each body type registered by year :

Body	1954	1955	1956	1957	1958	1959	1960	1961	Total
Sedan 8 hp	4708	3662	185	1					8556
Sedan 9 hp	419	4445	4496	2970	2800	2009	40	14	17193
Stn Wagon*		1	223	156	98	26	3		507
Utility*	2	262	493	262	129	64	3		1215
Panel van*	2	1	237	205	111	69	37	14	676
Total	5131	8371	5634	3594	3138	2168	83	28	28147

* Only a handful of early production station wagons, utilities and panel vans appeared to be 8hp.

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With total registrations of 28,147, the 8/Cadet range was one of the most successful post war Standard and Triumph products. It easily outperformed (sales wise) both its predecessor (the Mayflower) and its successor (the Herald). It would be nice to see more of them at Club events.

Footnote : The link below is to an old UK newsreel from 1953 on the Standard 8. It shows cars on the production line and demonstrates access to the boot. The sliding windows, single wiper arm and absence of door cards are also evident.

<https://www.youtube.com/watch?v=JjHOj3zbwyM>