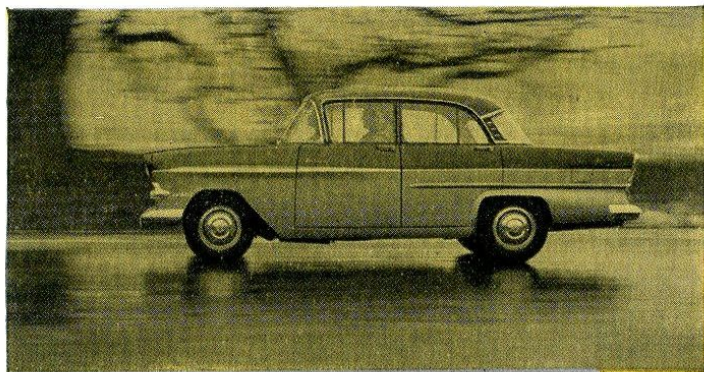


Vauxhall **VICTOR**



Series **2**

The Series 2 Vauxhall VICTORS for 1960



THE 1960 VICTORS arrive on a tide of success stories from all over the world. In Canada, the Victor is leading English car sales decisively. In Africa, a Series 2 Victor has trail-blazed a 7,000 mile double crossing of that continent in 10 days. (700 miles a day through the jungle!) And at home, Roy Salvadori, in a 'Sporting Motorist' road test has summed up the Victor in these words: "I find it difficult not to sound too glowing . . . to my mind this is probably the outstanding medium-sized saloon in the low price group. Its road manners are impeccable, it handles easily and safely . . ."

There are four Series 2 Victor models, each powered by the latest 4-cylinder Vauxhall 'over-square' engine. The range consists of the 'standard' saloon, the 'Super' saloon, the 'De luxe' saloon and the Estate Car. For 1960 the general design of these very successful cars remains unchanged, but there are attractive new exterior colours and interior furnishing schemes to choose from.

The Series 2 Victors have benefited substantially from the Vauxhall policy of progressive improvement. Since the Victor was launched in 1957 it has undergone intensive development and refinement. With millions of miles of running experience to draw upon, Vauxhall engineers have perfected the model in every detail. Not only are Victors built by the most up-to-date manufacturing methods in the industry, but they are subject to the world's most rigorous system of quality control.

VICTOR · VICTOR 'SUPER' · VICTOR DE LUXE · VICTOR ESTATE CAR



*Victor De luxe in Royal Blue and Silver Grey
Individual front seats Leather upholstery*

No wonder this low-swept Victor draws admiring glances! It has full panoramic vision and a roof-line only fifty-eight inches high! These long low lines have purpose beyond sheer beauty. The clean aerodynamic styling means superb road-holding, and makes driving easier, quieter, safer.



It's easier to drive well in a VICTOR

Vauxhall advanced design

with low overall height and low centre of gravity

means superior roadability,

better roadholding, easier handling, smoother riding.



Chosen from the Series 2 range to illustrate the Victor's low overall height and low centre of gravity—here is a Victor De luxe saloon in Black and Silver Grey with leather upholstery in two harmonizing shades of grey. Roof lining in Pearl Grey.

THE SERENE lines of the Series 2 Victor as it stands at rest make an instant appeal to the eye. There's a rightness about Victor design that is unmistakable. But it is only when you take the wheel that you appreciate the all-round efficiency that this long, low, *functional* form confers.

The Victor's smooth stability at speed; the confident way it sits the road; its straightline reaction to braking: these qualities are designed right into the Victor; they make it a happy car to drive—a car in which you can relax and really *enjoy* your driving.

VAUXHALL designers in reducing overall height have reduced frontal area too: this cuts down wind resistance and so saves petrol.

Though frontal area is reduced, there is a dramatic enlargement of forward vision with a full-scope, panoramic windscreen. Better vision all round—with low glass line and narrow pillars—makes parking easier and adds new pleasure to touring.

Though so low in overall height, the Victor has generous head room and leg room with ample ground clearance—front, rear and amidships.

58 inches

BY INGENUOUS design Vauxhall engineers have brought the Victor's centre of gravity down really low to the road. (The centre of gravity is the point at which the total weight of the car may be imagined to be concentrated. The position of this point determines the car's stability: the *lower* it is, the *better* the car will handle). At only 23 inches above road level, the very low centre of gravity of the Vauxhall Victor ensures quite outstanding safety and comfort. Because you sit so close to this low centre of gravity you experience an amazing freedom from roll on corners. With Vauxhall level-ride suspension and this very low centre of gravity you enjoy gliding smoothness over the roughest roads.

23 inches



VAUXHALL VICTOR SERIES 2



THE VICTOR 'Standard' saloon is the lowest priced model in the Series 2 range. Identical in overall size and general mechanical specification with the 'Super' and 'De luxe' saloons, it differs in having less elaborate appointments: for instance, windscreen and rear window surrounds, side 'flutes', rear lamp bezels and roof drip channels are painted; passenger's sun visor, door-pull arm rests and door-operated courtesy switches are not included in initial equipment. Rubber floor mats are fitted front and rear. Colour range: Black, Banff Blue, Silver Grey—all with pleated Red Vynide upholstery and interior trim in Red and Pearl Grey.

TOP GEAR MOTORING

The Victor is very much a top gear car with swift, top-gear acceleration. Top-gear flexibility cuts petrol consumption: in fact, because the Victor engine performs so efficiently throughout its whole speed range, the Victor is far ahead of its class for all-round fuel economy.

QUIET, EASY-STARTING, LONG-LIFE ENGINE

The Victor engine is designed to develop its power willingly and easily. With big bore and short stroke it achieves high road speeds at slow piston speeds—with consequent saving in friction and wear. Big valves with streamlined ports ensure easy breathing and efficient utilisation of fuel. With Vauxhall's chromium plated top piston rings you can forget about bore wear. The deep-skirt cylinder block provides massive bearings for the sturdy, dynamically balanced crankshaft.

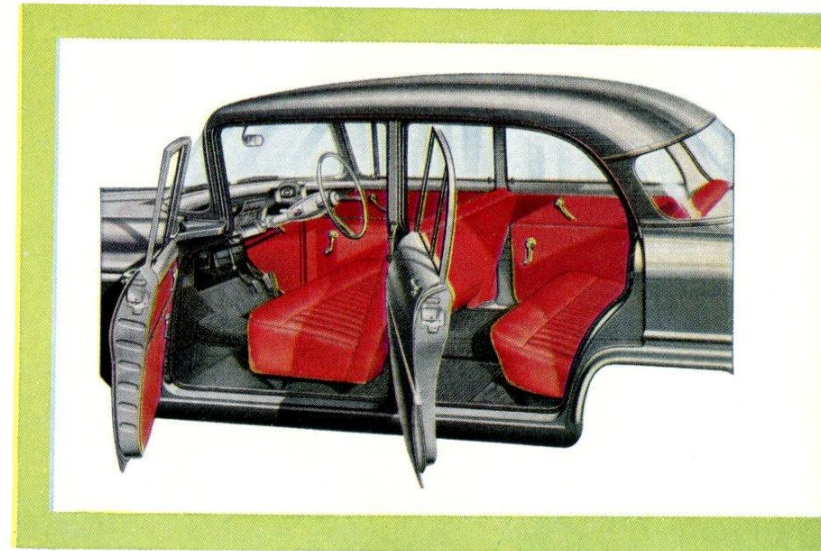


'standard' saloon

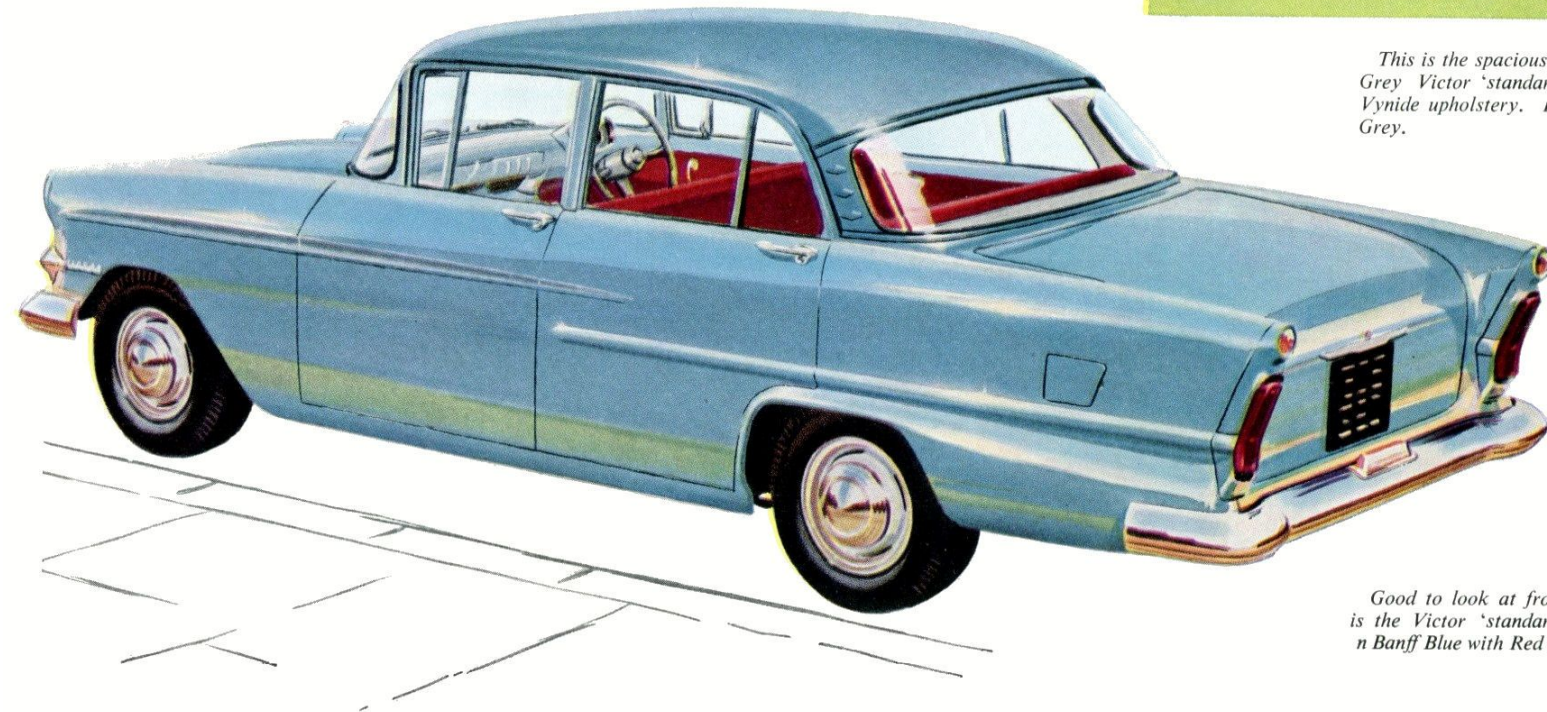
THE LOW-HULLED LINES of the Victor have been achieved without sacrificing space or comfort. This is a really spacious 4-seater in which four big people can relax—more if some of the passengers are children—with generous head room, leg room, and shoulder room. Hip room in the wide, comfortable seats is no less than 52 inches, so that there is ample room for a child to sit between two adults front or rear. Upholstery is in Vynide—hardwearing and easy to keep clean.

The sensibly shaped doors make entry and exit easy. Both front doors have locks which can be opened with the master-switch key. Rear doors are 'child-proofed'—i.e., the inside handles 'free-wheel' when the locking buttons are depressed.

When a door is closed, impact is taken by a sliding Nylon wedge. Tough, resilient and virtually ever-lasting, this Nylon wedge goes on and on, locating the door accurately. The wide doors have very efficient draught and water seals.



This is the spacious interior of a Silver Grey Victor 'standard' saloon with red Vynide upholstery. Roof-lining in Pearl Grey.



Good to look at from any angle, this is the Victor 'standard' saloon finished in Banff Blue with Red Vynide upholstery.

The VICTOR 'SUPER'

HERE, inviting your inspection, is the spacious, comfortable interior of a Victor 'Super' saloon. New features of these Series 2 Victors include deep valance front seats, resilient 'foam' overlaying the seat springs, extra room for the rear passengers. Upholstery is in Vynide.

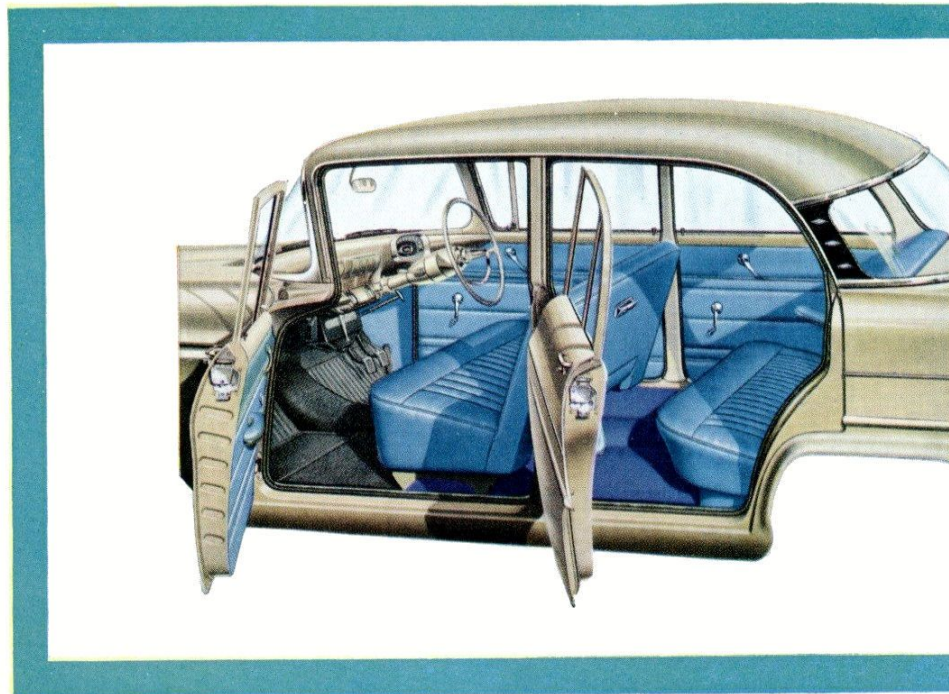
Door-pull arm rests, carpet for rear passengers, passenger's sun visor, ashtray in back of front seat, stainless steel surround to windscreen, and rear window and stainless steel roof drip mouldings distinguish the 'Super' from the 'standard' saloon.

ALL-SYNCHROMESH GEAR BOX

When you change down there is a hydraulically operated clutch and Vauxhall controlled synchromesh to make it easy for you . . . synchromesh not only when you change down into second gear but when you need to drop right down into first gear. Slick, silent changes up or down, need only fingertip pressure with Vauxhall *controlled* synchromesh on *all* forward speeds. There's no need to double de-clutch to drop silently into 'bottom' gear, even when the car is moving.

POWERFUL, PROGRESSIVE BRAKES

Victor brakes are especially efficient. The large brake drums are ingeniously made in two pieces—a rim of cast iron and a web of steel. Heat is dissipated rapidly without distortion of the brake drum. Front brakes have two leading shoes for extra stopping power.



The new Victor 'Super' colour range.

Single-colour exteriors

- Black, Silver Grey
(Red Vynide upholstery).
- Banff Blue, Regency Cream
(Blue Vynide upholstery).
- Royal Blue, Kewanee Green, Maroon
(Light Grey Vynide upholstery).

Two-colour exteriors at modest extra cost

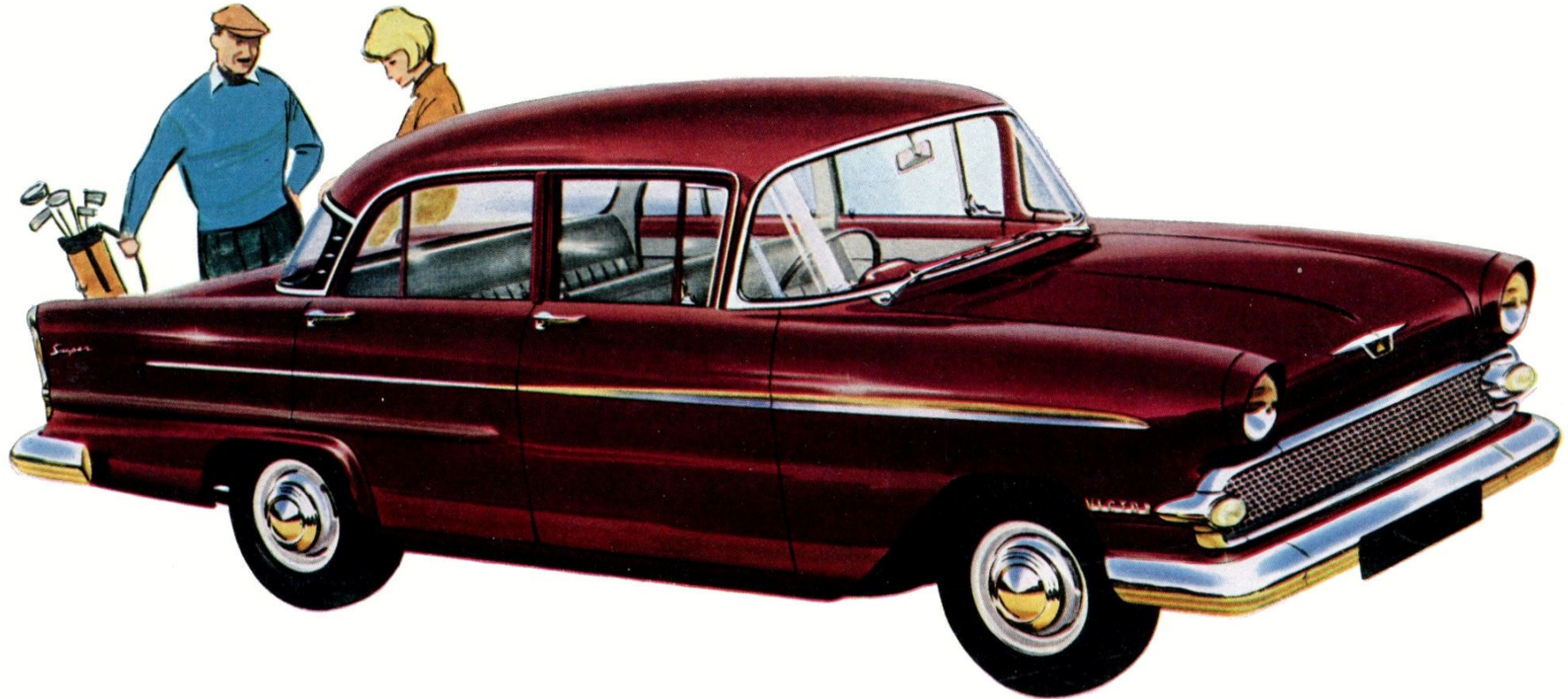
- Maroon-upper/Silver Grey-lower
(Light Grey Vynide upholstery).
- Royal Blue-upper/Silver Grey-lower
(Light-Grey Vynide upholstery)
- Banff Blue-upper/Silver Grey-lower
(Blue Vynide upholstery).
- Silver Grey-upper/Black-lower
(Red Vynide upholstery).

SPACE, QUALITY, COMFORT



THIS view of a Victor 'Super' reveals the new Series 2 emphasis on the horizontal. It shows too the impressive restyled bonnet with its distinctive new badge and wide radiator grille. The shapely wrap-round bumpers, also new, offer effective side as well as front and rear protection.

The side 'flute' as shown here is for single-tone treatments. On two-tone 'Supers' the chrome strip extends from headlamps to tail lamps. (This distinction between single and two-tone treatment applies to De luxe models and to the Victor Estate Car too).





A 4-cylinder luxury car of exceptional distinction... the **VICTOR DE LUXE**



Here is the pride of the Series 2 Victor range—the Victor De luxe. The long, low look of the future is accentuated by the straight-through treatment of the traditional Vauxhall 'flute', with Banff Blue above and Silver Grey below. Upholstery is in two harmonizing shades of blue leather. Roof-lining Pearl Grey and carpets are Blue.

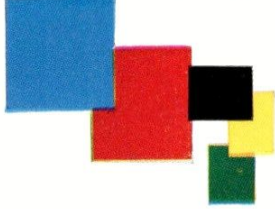
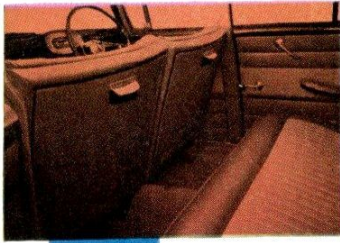
LOVELY to look at, delightful to drive, this is Vauxhall's new four-cylinder luxury model. It offers all the glamour, prestige and extra comfort of a true luxury motor car at surprisingly modest cost.

If you have an eye for beauty, a taste for luxury, and a shrewd appreciation of motoring values, then this is your car.

Here are all the Victor's virtues of superior 'roadability', panoramic vision, eager performance and canny economy . . . in a car of exceptional distinction.

The De luxe Victor, pictured here in profile, is discreetly resplendent in Banff Blue and Silver Grey. This is one of the two-colour combinations available, at no extra cost, in addition to six single colour finishes. De luxe distinguishing features include gold plated door badges, stainless steel wheel embellishers, 'V' badges on the hub caps.

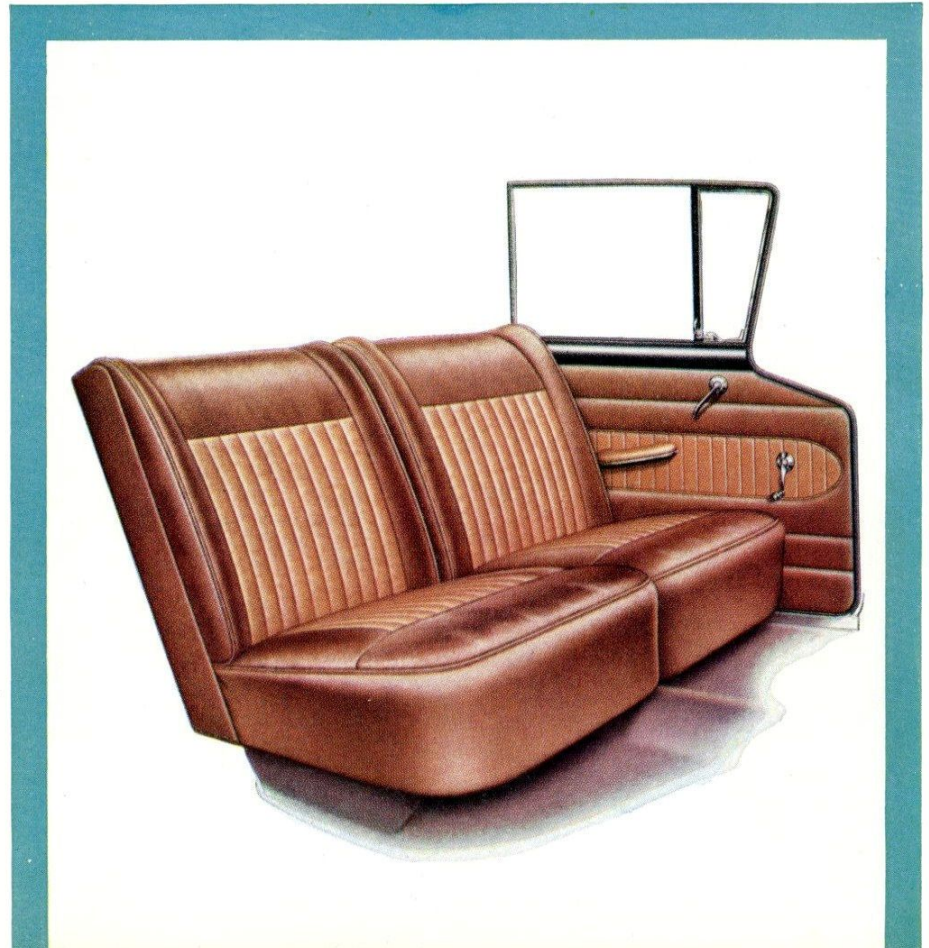
But it is the new interior equipment which especially distinguishes this De luxe Victor . . . leather upholstery in two harmonizing shades, individual front seats, thick pile carpets and the richer furnishing, pictured overleaf.



THE VICTOR DE LUXE

**Deep valance, individual front seats
upholstered in leather**

DEEPLY COMFORTABLE, with coil springs and resilient foam rubber overlays, these seats are scientifically shaped for lasting comfort. Driver and passengers arrive fresh and relaxed, ready for business or pleasure, at the end of the longest journey.

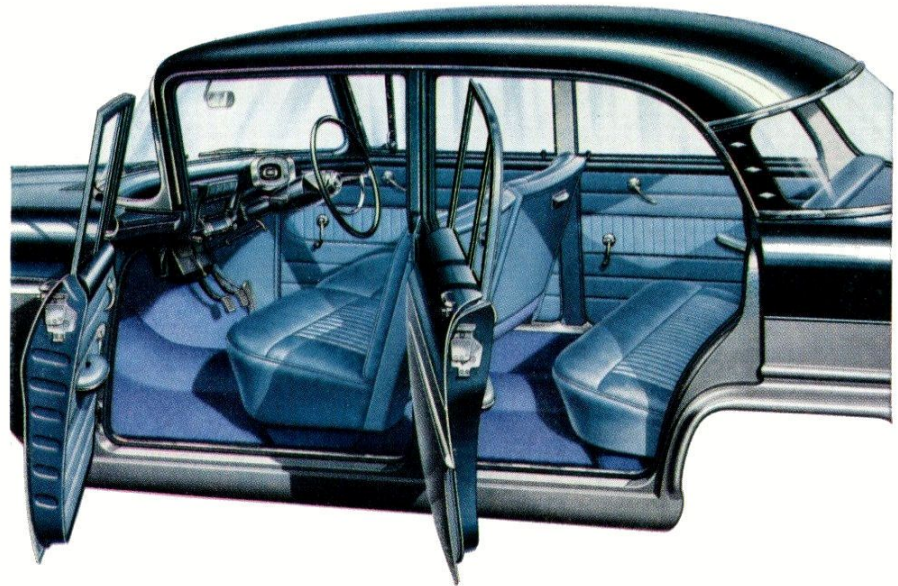


HERE IS A glimpse of the quality and comfort you enjoy as you ride in the Victor De Luxe. The individual front seats are regular equipment for this new model, and are separately adjustable for legroom. (Height and rake of both cushion and backrest can be set by your Vauxhall dealer to suit your personal requirements).

Upholstery is in fine quality leather. Seat cushions have super-resilient coil springs with deep overlays of foam rubber. An ashtray is mounted neatly in the back of each front seat. Notice too the new De luxe door trim in perfectly matching shades of Vynide. And, as an added touch of refinement, there are door sill tread plates in ribbed aluminium.

Woven pile carpets are another De luxe feature. Fitted front and rear, they have thick underlays of felt and foam rubber.

Yes, it's first-class travel in this new De luxe Victor . . . luxury that starts with the steadiness of the Victor ride . . . spacious comfort with seats of ample width, plus generous headroom and legroom; but although the Victor is so roomy, its overall length is just fourteen feet. It is easy to drive, easy to garage and easy to park.



The new Victor De Luxe colour range

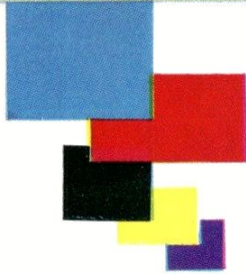
Single-colour exteriors

Black (*Brown leather*).
Banff Blue (*Blue leather*).
Royal Blue (*Blue leather*).
Silver Grey (*Grey leather*).
Kewanee Green (*Green leather*).
Maroon (*Maroon leather*).

Two-tone exteriors

Banff Blue-upper/Silver Grey-lower (*Blue leather*).
Silver Grey-upper/Black-lower (*Grey leather*).
Maroon-upper/Silver Grey-lower (*Maroon leather*).
Royal Blue-upper/Silver Grey-lower (*Blue leather*).

The Vauxhall VICTOR Series 2



WITH THE VICTOR ESTATE CAR fully loaded you still enjoy Victor roadability. The centre of gravity is low to the ground; large-section tyres are fitted; rear axle and rear suspension are of specially robust design to cope with the extra stresses imposed by estate car duties. Vauxhall level-ride suspension smooths out the roughest roads and the Estate Car is just as surefooted as the Victor saloons.

Loading and unloading present no difficulty. The big tail door stays safely in the fully open position (on counter-balanced hinges) and provides ample headroom and shelter too: opening and closing is a one-handed job. The flat loading deck is only knee high.

With the rear seat folded neatly away, there is easy access to every inch of floor space . . . through the rear doors as well as by the tail door. The steel floor is ribbed so that luggage or goods can be slid into position, or withdrawn, with a minimum of effort.

WHAT EXCITING possibilities this version of the Victor offers! Swift touring saloon . . . sturdy shooting brake . . . smart business car . . . practical station wagon—this versatile Vauxhall has a thousand town and country uses. Here is graceful, eye-catching beauty combined with practical sturdiness; Victor panoramic vision . . . a wrap-round windscreen with slender back-swept pillars and full-scope view of the road; Victor parkability and lively performance. And in addition to four-door saloon roominess, there is remarkable luggage capacity . . . plus a fold-away rear seat to provide load space equivalent to that of a light van.



ESTATE CAR

LOAD SPACE DIMENSIONS

Floor length behind rear seat	3 ft. 5 in.	Tail Door Aperture width	(minimum) 3 ft. 1 in.
with rear seat folded away	5 ft. 3½ in.	Cubic capacity of load space	
Height of luggage compartment (max)	2 ft. 11 in.	behind rear seat	22 cu. ft.
Width of luggage compartment (max)	4 ft. 4 in.	with rear seat folded away	45½ cu. ft.
Width between rear wheel arches	3 ft. 0½ in.	(No deduction made for spare wheel stowage)	



Victor Estate Car colours:

Single colour finish:-

Black, Kewanee Green (Light Grey Vynide)
Banff Blue, Silver Grey (Blue Vynide).

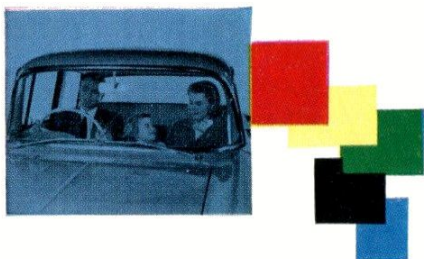
Two colour finish:-

Upper: Banff Blue, Silver Grey (Blue Vynide),
Kewanee Green (Light Grey Vynide).
Lower: Regency Cream.



Just lift the rear seat . . . it hinges forward against the back of the front seat. Then lower the rear squab . . . its steel back forms an extension of the rear compartment floor.



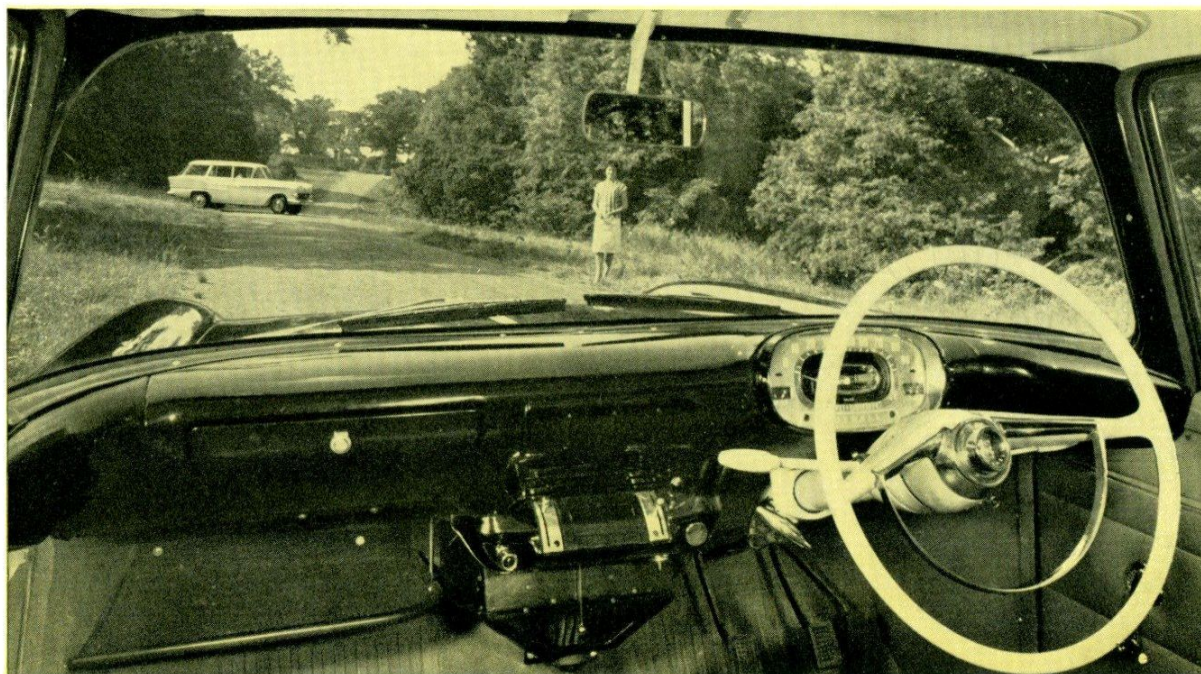


ONLY BY RIDING in a Victor can you appreciate the full benefit of Vauxhall panoramic vision. Because the slender windscreen pillars are raked backwards instead of forwards, you see a wider expanse of road and roadside too. Pedestrians and cross traffic are seen sooner because vision is widened.

Everyone drives better in a

IT IS EASY to drive well in a Victor because, in addition to better vision, you have recirculating ball bearing steering for finger-light yet very precise control of direction. With Vauxhall steering the effort required actually lessens as the lock increases—another reason why it is so easy to park a Victor.

On the left of the steering column is the gear shift lever. Gear changes require only finger pressure . . . and, because you have Vauxhall *controlled* synchromesh on all forward speeds, changes, up or down, are silent every time.



Vauxhall

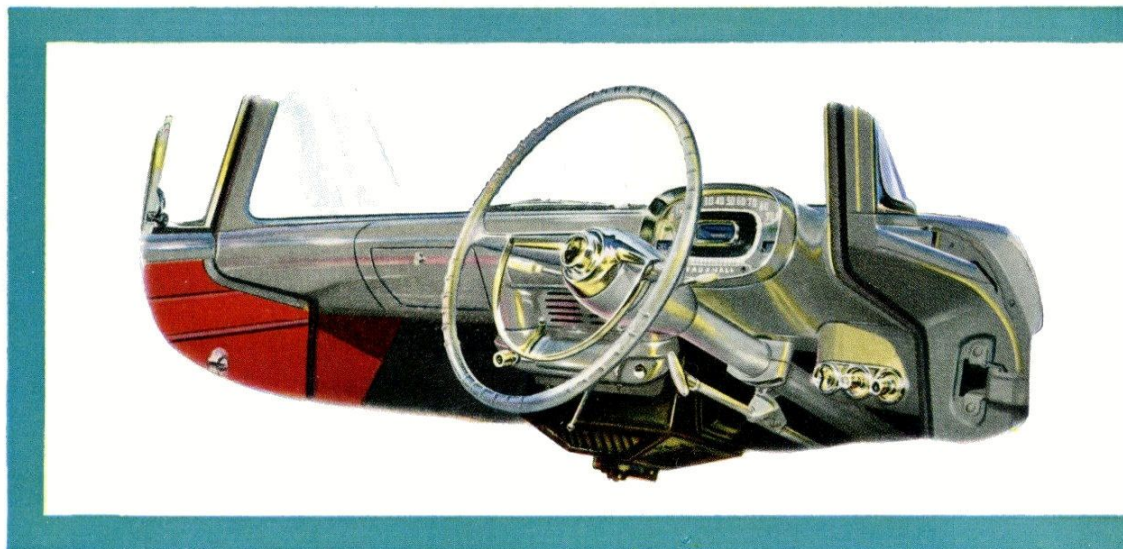
Attached to the steering column, placed for the left hand to reach naturally, is the quick-release handbrake. It cannot be jammed in the 'on' position. No matter how firmly it has been applied a simple twist frees it immediately.

The big, legible instrument dial is seen through the upper half of the steering wheel. The mileage recorder has a magnifying lens and the intensity of illumination of the instrument cluster can be controlled at will.

Grouped neatly together on the right of the steering column are the master switch, the control knob for the 2-speed electric windscreen wipers and the lights switch.

When the master switch has been unlocked the key may be withdrawn. Turning the switch to the right switches on ignition and accessories circuits. A flick of the switch farther right, against a return spring, engages the starter. Turning the switch to the left switches on the accessories circuit only (so that the radio or the heater fan can be used when the car is stationary).

Besides being provided with an extra speed to deal effectively with driving snow or torrential rain, the windscreen wiper motor is protected against overload. The lights and horn circuits are similarly protected, so that, when driving a Vauxhall, there is no fear of a blackout due to accidental short circuit.



THE HEATER shown beneath the instrument panel fits into the fresh air ventilation system; it is an accessory available at extra cost for all Series 2 Victors. Exceptionally efficient, it can be used for heating, defrosting, hot or cold air demisting or for cool air ventilation. The temperature of incoming air is thermostatically controlled and stays steady at the chosen level irrespective of the car's speed and outside temperature. Output can be boosted at will by means of a quiet, 2-speed fan. By moving a lever maximum hot air output is instantly deflected through the windscreen ducts for quickly clearing the screen of ice or mist. The powerful fan quickly clears the car of hot air when the car has been left standing in the sun.

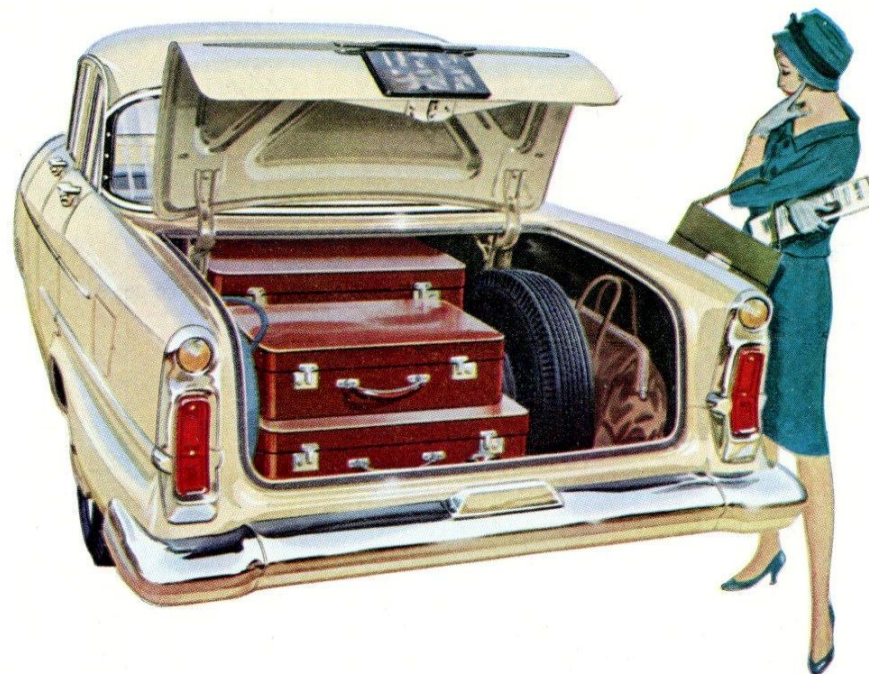


BIG, PRACTICAL LUGGAGE BOOT

Yes, this boot is worth an appraising glance. It is a really capacious boot with more *usable* luggage space than many bigger cars can boast. Take the family for a long summer holiday and there's room for everybody's personal luggage, with ample space to spare for rugs, coats, golf clubs and all the other etceteras as well.

The same key which unlocks the front door *and* the master switch unlocks the boot too: so you can leave the car doors and master switch unlocked in a public garage with the boot securely locked.

The spare wheel, stowed vertically, can be withdrawn without disturbing the suit cases alongside.



VICTOR ENGINEERING LEADERSHIP IS MATCHED BY VAUXHALL MANUFACTURING LEADERSHIP.

Vauxhall unique protection against rust means lasting value

The whole body-chassis of every Series 2 Victor receives two chemical anti-rust treatments in preparation for painting. The structure is then *dipped* into special primer paint so that all lower panels receive extra protection *inside* as well as outside. Then follow sprayed primer coats and, finally, the *cellulose* finishing coats.

The main underbody panel and the underside of the wings are sealed with a bituminous coat nowhere less than 1/16th inch thick. This plastic coat not only affords extra protection against rust but very effectively excludes road noise.

Every VICTOR must pass this rigorous water test

Every car body passes slowly through the Vauxhall water test tunnel where spray from 110 high pressure jets impinges on it from all angles. An inspector rides *in* the car checking for leaks.

Vauxhall chromium plating has a foundation of copper

At Vauxhall's new £3,000,000 plating and polishing plant all components are first given a heavy coating of metallic copper. This assures perfect metal to metal bonding during the subsequent nickel and chromium plating processes. Vauxhall 'chrome' thus is extra resistant to corrosion and rust 'pitting'.

Vauxhall selective grading of engine components

Selective grading of pistons, piston pins and main bearings gives hand production accuracy of fit at flow production prices. Manufacturing tolerances are matched in assembly so that very accurate controls of clearances are obtained. The result is to ensure that every Vauxhall engine gives the longest possible life, with maximum economy. Every Vauxhall engine is thus a unique, carefully constructed unit which can be depended upon for economical, trouble-free life with the minimum of maintenance and adjustment.

SPECIFICATION OF THE SERIES 2 VAUXHALL VICTORS

ENGINE. 4 cylinders. Displacement 92 cu. in. (1508 c.c.). Bore $3\frac{1}{8}$ in. (79.37 mm.). Stroke 3 in. (76.20 mm.). Pushrod operated overhead valves in detachable cylinder head. Deep-skirt cylinder block. Forged steel, three-bearing crankshaft. Tin-plated, aluminium alloy pistons. 3 high-pressure piston rings: top (compression) rings chromium plated, middle (compression) rings 'Vauxided'. Offset piston pins. Engine, clutch and gearbox built as one unit and mounted on 3 rubber insulators.

Compression ratio: 7.8 to 1.

Maximum B.H.P. 55 at 4,200 R.P.M.

Maximum Torque 85 lb ft. at 2,400 R.P.M.

LUBRICATION. High-pressure: camshaft-driven pump; large area oil filter with replaceable element.

COOLING. Pressurised: thermostatically controlled for quick warm-up.

FUEL SYSTEM. Camshaft-driven petrol pump. Downdraught carburettor, air intake fitted with combined air cleaner and silencer. Fuel tank capacity 8 Imp. gallons.

CLUTCH. Hydraulically operated. Single dry plate, dia. $7\frac{1}{4}$ in.

GEARBOX. Three forward speeds and one reverse. Vauxhall *controlled* synchromesh on all forward speeds. Ratios: First, 3.186 to 1. Second, 1.635 to 1. Top, Direct. Reverse, 3.050 to 1.

DRIVE LINE. Single, open propeller shaft with two needle-roller universal joints.

REAR AXLE. Semi-floating. Hypoid final drive. Ratio, 4.125 to 1 (Estate Car 4.625 to 1). Individually matched crown wheel and pinion.

FRONT SUSPENSION. Independent front wheel springing. Long and short arm units with double wishbones containing coil springs and double-acting shock absorbers. Stabilizer bar connecting the units. Whole assembly mounted on steel crossmember and bolted, with rubber insulation, to body-chassis.

REAR SUSPENSION. Long, wide, positive camber springs ($48\frac{1}{2}$ in. \times 2 in.). Double-acting telescopic hydraulic shock absorbers mounted with pronounced inward inclination.

BRAKES. Hydraulic service brakes. Composite brake drums 8 in. dia. Front: two leading shoes. Rear: one leading, one trailing shoe. Handbrake operates mechanically on rear wheels only.

STEERING. Recirculatory ball-bearing type. Steering wheel diameter 16 in. Steering gear ratio, 13.5 to 1. Turning circle 34 ft.

WHEELS AND TYRES. 5 steel disc wheels with well-base rims. Size $4J \times 13$. Tyres: tubeless 5.60—13, 4 ply (Estate Car 5.90—13, 6 ply).

ELECTRICAL. 12-volt positive earth return with single pole wiring. Generator output regulated by CURRENT voltage control. Oil-filled coil. Twin, matched-tone horns (single horn on 'standard' saloon). Two-speed windscreen wipers (motor protected against overload). Battery 12 volt, 43 amp. hour.

Sealed front, pre-focused, double-dipping headlamps with foot-operated dipper switch (main beam indicator warning light on instrument panel). Combined front parking lamps and front turn-indicator lamps. Separate rear turn-indicator lamps (amber). Twin combined tail and stop lamps housed in red translucent mouldings with reflectors. Central rear number-plate lamp. Rheostat control of intensity of illumination of instrument cluster. Interior roof lamp (with map-reading beam) switched on by a clockwise turn of main lighting switch on instrument panel and also by door-operated switches (except 'standard' saloon).

An 'interrupter unit' protects headlamps, front parking lamps, tail lamps, horn and fog lamps against damage and 'black-out' due to a short circuit.

EQUIPMENT. 'De luxe', and 'Super' models have stainless steel drip channels over doors (painted on 'standard' saloon and Estate Car). Estate Car has stainless steel frames to side windows. 'De luxe', 'Super' and Estate Car have stainless steel surrounds to windscreen and rear window (painted on 'standard'

saloon); extended side chrome embellishments ('flute' painted on 'standard' saloon); chromium plated rear lamp bezels, frames to no-draught ventilators (painted on 'standard' saloon); 2-spoke steering wheel with half-rising horn-push and matched-tone horns (3-spoke wheel with centre horn push and single tone horn on 'standard' saloon); door arm rests, door-operated courtesy switches, and ashtrays for rear passengers on 'De luxe', 'Super' and Estate Car; twin sunvisors (single on 'standard' saloon) 'De luxe' has carpets front and rear: 'Super', rubber mat front, carpet rear: 'standard' saloon and Estate Car, rubber mats front and rear.

VAUXHALL APPROVED ACCESSORIES FOR SERIES 2 VICTORS

HEATER (illustrated in this catalogue) fits into fresh air intake and utilises heat from engine cooling system. **RADIO** fits neatly into centre of instrument panel. **AERIAL** 3-piece, telescopic; fully screened against interference. **SCREENCLEAN** water jets for windscreen washing at the touch of a button. **FOG LAMPS**—a matched pair of prefocused lamps. **CIGARETTE LIGHTER**—incorporates ash guard. **ELECTRIC CLOCK**—runs off battery; fits centrally above windscreen. **SEAT COVERS**—wide choice of patterns and materials. **SPARE WHEEL COVER**, **EXTERIOR MIRRORS**, **PLASTIC MATS**, ETC.

SPACIOUS COMFORT WITHIN

HANDY OVERALL DIMENSIONS

Length 14 ft. 0 in., width 5 ft. $3\frac{1}{2}$ in., height (laden) 4 ft. 10 in., wheelbase 8 ft. 2 in., ground clearance $6\frac{1}{2}$ in., track 4 ft. 2 in., step height 1 ft. $1\frac{1}{2}$ in., head room (front) 2 ft. $10\frac{1}{2}$ in., head room (rear) 2 ft. $10\frac{1}{2}$ in., leg room (front) 3 ft. 7 in., leg room (rear) 3 ft. $3\frac{1}{2}$ in., hip room (front) 4 ft. $4\frac{1}{2}$ in., hip room (rear) 4 ft. $4\frac{1}{2}$ in., turning circle 34 ft. Kerb weight Victor 'standard' saloon 2,150 lb., Victor 'Super' 2,170 lb., Victor 'De luxe' 2,215 lb., Victor Estate Car 2,295 lb.

In accordance with the Vauxhall policy of progressive improvement, the right is reserved to alter any details of price, specification and equipment without notice. All prices are for delivery "ex works".

VAUXHALL MOTORS LTD · LUTON
BEDFORDSHIRE