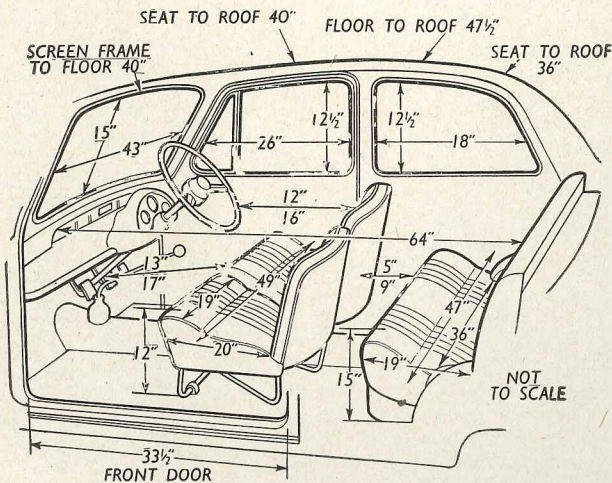
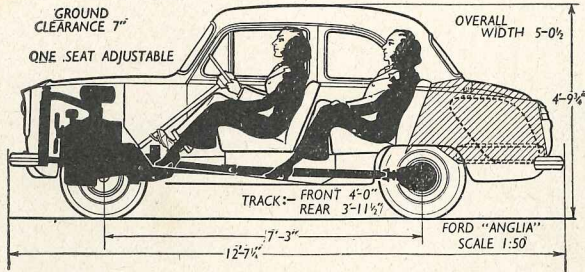


The Motor Road Test No. 18/54

Make: Ford

Type: Anglia

Makers: Ford Motor Co., Ltd., Dagenham, Essex



Test Data

CONDITIONS

Weather: Mild, dry, stiff breeze. Surface: Dry tarmacad. Fuel: Standard grade.

INSTRUMENTS

Speedometer at 30 m.p.h. 7% fast
Speedometer at 60 m.p.h. 7% fast
Distance recorder accurate

MAXIMUM SPEEDS

Flying Quarter Mile
Mean of four opposite runs 70.2 m.p.h.
Best time equals 72.6 m.p.h.
Speed in gears
Max. speed in 2nd gear 48 m.p.h.
Max. speed in 1st gear 27 m.p.h.

FUEL CONSUMPTION

44.0 m.p.g. at constant 30 m.p.h.
39.0 m.p.g. at constant 40 m.p.h.
35.5 m.p.g. at constant 50 m.p.h.
30.0 m.p.g. at constant 60 m.p.h.
Overall consumption for 1,334 miles, 44 gallons, equals 30.3 m.p.g.
Fuel tank capacity, 7 gallons.

ACCELERATION TIMES Through Gears

0-30 m.p.h. 7.0 sec.
0-40 m.p.h. 11.2 sec.
0-50 m.p.h. 18.5 sec.
0-60 m.p.h. 29.4 sec.
Standing Quarter Mile 23.8 sec.

ACCELERATION TIMES on Two Upper Ratios

	Top	2nd
10-30 m.p.h.	13.2 sec.	6.2 sec.
20-40 m.p.h.	12.6 sec.	7.4 sec.
30-50 m.p.h.	14.8 sec.	—
40-60 m.p.h.	18.8 sec.	—

WEIGHT

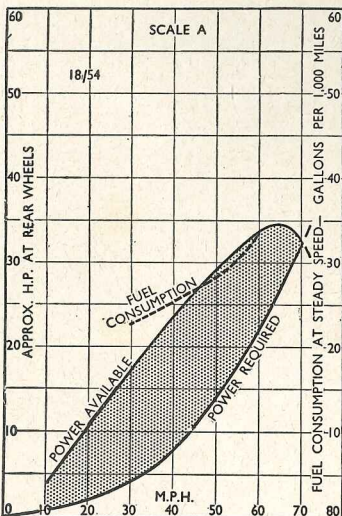
Unladen kerb weight 15 1/2 cwt.
Front/rear weight distribution 56/44
Weight laden as tested 18 1/2 cwt.

HILL CLIMBING (At steady speeds)

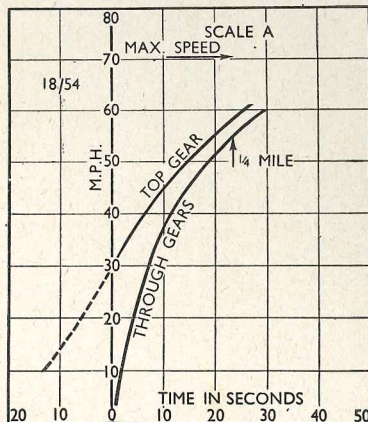
Max. top gear speed on 1 in 20 51 m.p.h.
Max. top gear speed on 1 in 15 44 m.p.h.
Max. gradient on top gear 1 in 11.4 (Tapley 195 lb./ton)
Max. gradient on 2nd gear 1 in 5.6 (Tapley 395 lb./ton)

BRAKES at 30 m.p.h.

0.95 g retardation (= 32 ft. stopping distance) with 125 lb. pedal pressure
0.88 g retardation (= 34 1/2 ft. stopping distance) with 100 lb. pedal pressure
0.66 g retardation (= 46 ft. stopping distance) with 75 lb. pedal pressure
0.40 g retardation (= 75 ft. stopping distance) with 50 lb. pedal pressure
0.21 g retardation (= 143 ft. stopping distance) with 25 lb. pedal pressure



Drag at 10 m.p.h. 31 lb.
Drag at 60 m.p.h. 138 lb.
Specific Fuel Consumption when cruising at 80% of maximum speed (i.e., 5.2 m.p.h.) on level road, based on power delivered to rear wheels 0.74 pints/b.h.p./hr.



Maintenance

Sump: 4 1/2 pints (plus 3/4 pint for filter), S.A.E. 20 (summer and winter). Gearbox: 1 1/2 pints, S.A.E. 80 E.P. Rear axle: 1 1/2 pints, S.A.E. 90 E.P. Steering gear: S.A.E. 90 E.P. Radiator: 11 1/2 pints (1 drain tap). Chassis lubrication: By grease gun every 1,000 miles to 13 points. Ignition timing: 5° B.T.D.C. static. Spark plug gap: 0.025 in. Contact breaker gap: 0.014-0.016 in. Valve timing: Inlet opens 3 1/2° B.T.D.C. and closes 56 1/2° A.B.D.C. Exhaust opens 47 1/2° B.B.D.C. and closes 12 1/2° A.T.D.C. Tappet clearances: (Cold) Inlet and exhaust 0.0115-0.0135 in. Front wheel toe-in: 1/8 in.-3/8 in. (laden). Camber angle: 1°. Castor angle: 3°. Tyre pressures: Front 24 lb., rear 24 lb. Brake fluid: Enfo ME 3833C. Battery: 12-volt, 40 amp-hr. Lamp bulbs: Headlamps, 42/36 watt. Side and front direction indicators, 18/4 watt. Rear and stop, 18/4 watt. Rear direction indicators, 18 watt. Panel and panel warning lamps, 2.2 watt. Number plate lamp, 6 watt.

The FORD Anglia

Latest Dagenham Product Offers Very Notable Combination of Performance, Comfort and Roadworthiness at Low Cost

In Brief

Price £360, plus purchase tax £151 2s. 6d., equals £511 2s. 6d.	
Capacity	1,172 c.c.
Unladen kerb weight	15½ cwt.
Fuel consumption	30.3 m.p.g.
Maximum speed	70.2 m.p.h.
Maximum speed on 1 in 20 gradient	51 m.p.h.
Maximum top gear gradient	1 in 11.4
Acceleration:	
10-30 m.p.h. in top	13.2 sec.
0-50 m.p.h. through gears	18.5 sec.
Gearing: 14.6 m.p.h. in top at 1,000 r.p.m.;	
60.3 m.p.h. at 2,500 ft. per min. piston speed.	

VALUE for money has always been a quality linked with the name Ford.

In the new Anglia, the Dagenham organization offers a buyer with around £500 to spend a notable blend of virtues for this relatively modest sum. In brief, the 1954 Anglia user is given a maximum speed of 70 m.p.h., an ability to reach 50 m.p.h. from rest in 18.5 sec., a fuel consumption of over 30 m.p.g., even under hard-driving conditions, a very satisfactory standard of comfort for four, and handling qualities of a high order.

It is, however, not just the functional efficiency of this car which is impressive, but its willing and responsive character. Perhaps it may seem inappropriate to describe a motorcar as a cheerful little vehicle, but that, somehow, is the impression which the new Anglia leaves on the user.

As readers will recall, this car is one of a pair introduced at the Earls Court Show October, 1953, to replace the old Anglia and Prefect which, in turn, have now virtually been combined into the Ford Popular. The latest Anglia and Prefect are entirely new but incorporate the general principles of style, integral construction and independent front wheel springing of the now-very-familiar Consul and Zephyr models.



Although the 1,172 c.c. four-cylinder engine has the same bore and stroke as the old Prefect unit, it is, in fact, entirely new, differences of note including a new cylinder block providing larger bearing surfaces and larger inlet valves, a higher compression ratio, adjustable tappets and a water pump. The result is a unit which, whilst benefiting enormously from experience with the older engine, develops an additional 6 b.h.p. with greater smoothness.

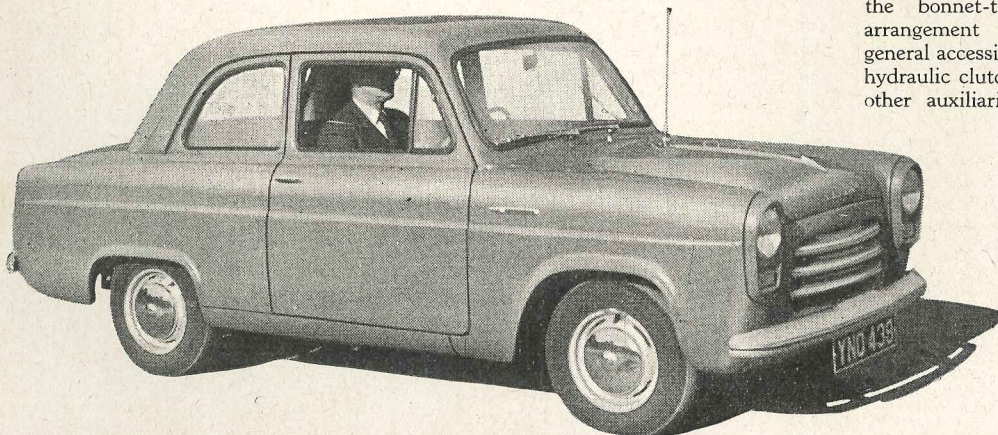
Despite its higher compression ratio, the new engine proved entirely amenable to standard fuel, and the whole of the performance tests were carried out on this grade. At no time was any trace of running-on noticeable; almost the same can be said of pinking, the only exceptions occurring on the upper slopes of long hills, and then only on certain brands of "standard" fuels.

The engine itself is quite smooth throughout most of the speed range, but

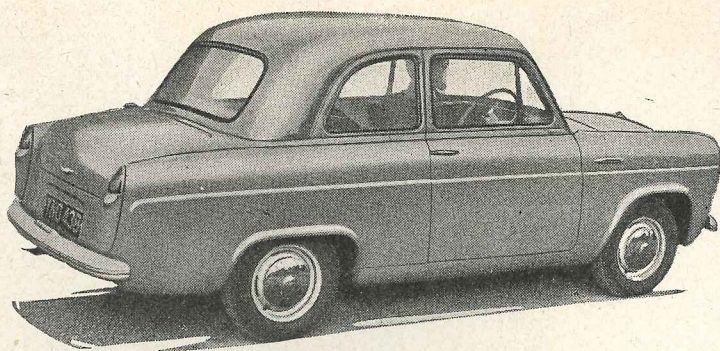
below 25 m.p.h., either on account of the higher compression ratio or because of the rearranged rubber mountings, there is enough roughness to make second gear advisable for hard acceleration. In these circumstances, premium fuel produces a distinct improvement; which grade owners choose is obviously a matter of purse and purpose.

Amongst the refinements of the new engine is a thermostatically-controlled hot spot and this, in conjunction with easy starting, makes the car good tempered on cold mornings and under conditions of frequent stops. On the car tested, the idling was somewhat irregular, but this is a matter which could doubtless have been cured by adjustment. More important was a tendency for the petrol-pump mounting bolts to work loose—a fault which we have experienced on another similar car and which, if not spotted, can produce a serious oil leak.

The somewhat unusual front hinging of the bonnet-top proved an excellent arrangement in practice, giving good general accessibility to the engine, battery, hydraulic clutch and brake reservoirs and other auxiliaries. A useful detail is the



VISION forwards from the driving seat is excellent, owing to the depth of the curved, glass windscreen and to the drooping bonnet which is flanked by visible wings.



ACCOMMODATION is provided for a substantial load of luggage in the rear locker, which has an upward opening lid. Fuel is carried in a 7-gallon tank on the left of the locker, and the spare wheel lies flat on the floor on the right.

The Ford Anglia - - - - - Contd.

provision of a simple form of thumb screw for the air cleaner mounting, enabling the latter to be detached very readily for easier access to the carburettor or distributor.

Reference has already been made to the willing performance of the new Anglia and a key to its abilities in this respect is the fact that it holds a genuine 60 m.p.h. indefinitely and likes it. Speed is well maintained on main road hills, few of which call for a change down. Off the mark, the new Anglia is a particularly lively small car and, in this, it is undoubtedly aided by its light kerb weight of 15½ cwt. and its quick gear change. The light weight also assists fuel economy and it is worth mentioning that the 1,334 miles over which a check was made embraced every type of usage and a large proportion of hard driving. The resulting 30.3 m.p.g. will be reached by most owners and should be considerably bettered by many.

slightly irritating "sizzle" in top and second gears. Only three speeds are provided; due, however, to the relatively large engine in relation to the weight, this number of ratios proved entirely adequate, the more so as second gear provides an ultimate 48 m.p.h. and an easy 40. First gear is also reasonably high.

Except in reverse, where some judder is noticeable if care is not taken, the clutch offers very smooth engagement, but the arrangement of the pendant pedal is not ideal, particularly for women wearing high-heeled shoes; ribbing of the rubber floor mat, which runs across the car instead of longitudinally, aggravates this trouble, as the driver's heel does not slide easily when the pedal is depressed. Many people will also dislike the arrangement of the lighting and ignition switches on the side of the nacelle which houses the instrument dials. In this position, the ignition key-

hole is not visible from the driving seat, the key having to be inserted by feel, whilst the action of the lighting switch is illogical in that the "off" position is between "head" and "side."

For the rest, the control layout is very well planned and straightforward. Under the very large and useful parcel shelf there are two central knobs for the starter and choke, the instrument-lighting switch is below the scuttle roll to the side of the steering wheel, the control for the flashing direction indicators is in the steering wheel boss and the switch for the vacuum-type screenwiper is centrally placed above the scuttle. Thus all risk of confusion between controls is avoided.

Praise must also be given to the powerful hand brake accessibly placed between the seats and to the smooth working of the accelerator pedal. Another good mark must be awarded to the horn button, which is located in the wheel boss, but is slightly recessed so that the usual bugbear of accidental operation is avoided.

Good Forward Vision

The driver sits well back from the screen but the curved glass and large dimensions of the latter nevertheless provide a good view of both the road and the front wing contours, making the car particularly easy to place in traffic. To the side and rear, also, there is ample window area. The self-parking vacuum-operated wipers clear wide arcs and, thanks to the provision of a vacuum reserve tank, will work for a time at wide throttle openings. The rear-view mirror is adequate, but would be even better if mounted slightly lower.

For a car of its size, the seating is very comfortable and leg room is quite sufficient for persons of normal size, although an



GROUPED in a nacelle facing the driver are a circular-dial speedometer, fuel gauge and ammeter, and a full-width parcel shelf is very little obstructed by installation of the Ekco radio as an optional extra. Rear seats in the 2-door saloon body may be reached past a tilting passenger seat, or by tilting forwards the backrest of the driving seat.

The gear-change lever is of the central type and well placed for easy operation. Movement of the knob has been kept to a minimum, and whilst this arrangement is excellent when one is thoroughly used to the car, an unfamiliar driver is liable occasionally to engage top instead of first when at rest owing to the lateral movement separating these two gears being only about 1½ in. A similar difficulty may at first be experienced in finding neutral, but neither of these matters is likely to worry an owner after a few hundred miles at the wheel.

For an inexpensive car, the gears are reasonably quiet but the synchromesh mechanism on the car tried produced a



over-six-foot driver might find it necessary to alter the fixing of the driving seat to obtain more leg room, as the existing adjustment is limited; such an alteration would, of course, restrict knee-room somewhat in the offside rear seat, but would still leave room there for an adult of medium height. Access to the rear is quite easy via the tipping front seats and in both front and rear, head room is very satisfactory.

In general planning and amenities, therefore, it will be seen that this new Anglia is a car which will prove both satisfying and pleasing to a very large number of small-car users. What has not yet been emphasized sufficiently is its quite outstanding handling qualities. These are such as to offer a very strong appeal to the enthusiast without losing merit for the purely utilitarian user.

The suspension, for example, is soft enough to give a very good ride on bad surfaces and although there is some initial roll on corners, this is kept in check by the anti-roll bar. The behaviour of the car on corners, in fact, is outstandingly good. Due to fairly high gearing and the small amount of sponginess in the steering linkage, control is both accurate and almost immediate, but the effort required on the

normal stops are liable to judder if used hard, although they showed a tendency to fade only when the car was driven fast down a hill including four hairpins in the course of half a mile or so.

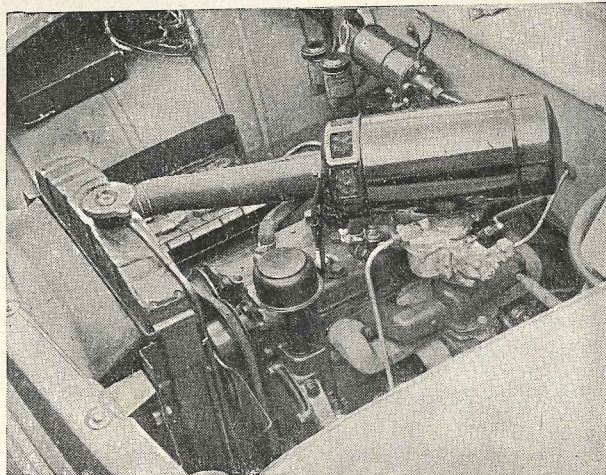
In traffic, where its light steering and handy size show up to good advantage, the new Anglia is as pleasing as it is on main-road and cross-country journeys, making it particularly attractive to the business user.

Heating Optional

For its size and price, the new Anglia reaches a very acceptable standard in the matter of both road and wind noise. Because of its light weight it is, perhaps, more affected by a gusty head wind than some, but cross winds have little effect on it. The car tried did, however, show some slight tendency to front-end vibration, suggesting that owners would be wise to pay particular attention to tyre pressures and wheel balance.

Ventilation is a point which the manufacturers have obviously studied carefully, and a wise precaution in this respect is the fitting of hinged ventilating panels as some draught is caused when the main drop windows are open; with the windows shut and both panels opened slightly, however, the interior can be kept fresh with little

HINGED at the forward edge so that it could never fly open, the bonnet top opens up to reveal a wide compartment in which most of the accessories around a 1,172 c.c. side-valve engine are easily reached. Visible here are the radiator filler, 12-volt battery, engine oil filler, sparking plugs, brake and clutch fluid reservoirs, and carburetter.



wheel is at a minimum and there is no unpleasant reaction to rough surfaces; indeed if the new Anglia has a fault, it is in a slight suspicion of deadness in the steering, a little friction making it possible to "set the tiller" and travel quite surprising distances hands off.

Under conditions of fast cornering, the car is delightful to handle, there being no pronounced understeer or oversteer characteristics to take into consideration, with the recommended tyre pressures. Experiment with the latter enables the character of the steering to be varied towards either extreme, according to personal preference. Over-exuberance produces no disconcerting tricks and a four-wheel drift is a possibility for those with a taste for such tactics. Such drivers might find a little extra rear damping an advantage as the tail will occasionally hop slightly when really provoked, but to criticize the car on this count would be quite wrong as it is not intended as a sports machine.

Legitimate criticism may be levelled at the brakes, which whilst adequate for

draught. This makes the fitting of a recirculating type of heater (an extra) entirely adequate, and the unit offered justifies high praise as it is provided with a series of shutters which enable the flow to be directed at the passenger's feet, the driver's feet, or the interior generally—or any combination of these, the screen being demisted in all cases.

Thanks, moreover, to the unit being of adequate power, the fan is seldom required at full blast and operation is, therefore, quiet. Other details worth reference include a very adequate lighting system of the 12-volt type, a roomy and convenient boot (which also houses the spare wheel, on its floor) and a well-placed petrol filler cap communicating directly with the side-mounted tank.

In all, this new Anglia is a most worthy addition to the Ford range, offering, at the cost of perhaps rather less economy of fuel, considerably more performance than do any other cars of comparable price, and so combining with its utilitarian virtues a large measure of appeal to the enthusiast.

Mechanical Specification

Engine	
Cylinders	4
Bore	63.5 mm.
Stroke	92.5 mm.
Cubic capacity	1,172 c.c.
Piston area	19.64 sq. in.
Valves	Side
Compression ratio	7.0/1
Max power	36 b.h.p.
at	4,500 r.p.m.
Piston speed at max. b.h.p.	2,670 ft. per min.
Carburetter	Solex 26 ZIC downdraught
Ignition	12-volt coil
Sparking plugs	14 mm. Champion L10
Fuel pump	AC mechanical
Oil filter	AC by-pass
Transmission	
Clutch	Single dry plate (hydraulic control)
Top gear (s/m)	4.429
2nd gear (s/m)	8.252
1st gear	15.072
Propeller shaft	Hardy Spicer, open
Final drive	Spiral bevel
Top gear m.p.h. at 1,000 r.p.m.	14.6
Top gear m.p.h. at 1,000 ft/min.	
piston speed	24.1
Chassis	
Brakes	Girling hydraulic (2LS on front)
Brake drum diameter	7 in.
Friction lining area	67.2 sq. in.
Suspension:	
Front	Independent (direct-acting coil springs) with anti-roll torsion bar
Rear	Semi-elliptic
Shock absorbers:	
Front	Telescopic (incorporated in i.f.s.)
Rear	Telescopic
Tyres	5.20-13
Steering	
Steering gear	Burman worm and peg
Turning circle: Left	32 feet
Right	30 feet
Turns of steering wheel, lock to lock	2
Performance factors (at laden weight as tested):	
Friction area, sq. in. per ton	20.9
Brake lining area, sq. in. per ton	71.8
Specific displacement, litres per ton mile	2,570

Fully described in *The Motor*, September 30, 1953.

Coachwork and Equipment

Bumper height with car unladen:	
Front	(max.) 17 in., (min.) 13½ in.
Rear	(max.) 18 in., (min.) 14 in.
Starting handle	None
Battery mounting	Under bonnet (at side of engine)
Jack	Screw type
Jacking points	One on each side of car (external)
Standard tool kit: Wheelbrace, grease gun, adjustable spanner, 2 double-ended spanners, pliers, screwdriver, brake and tappet adjuster, plug wrench, tyre lever.	
Exterior lights: Two headlamps (double dipping), two combined side and indicator lamps, two combined tail/stop lamps, two rear direction indicator lamps, rear number-plate lamp.	
Direction indicators	Flashing type, self-cancelling.
Windscreen wipers	Dual vacuum type (self-parking) with reservoir
Sun visors	One, universally mounted
Instruments	Speedometer, fuel gauge and ammeter
Warning lights	Oil pressure and headlamp main beam
Locks:	
With ignition key	Ignition, driver's door and boot
With other keys	None
Glove lockers	None
Map pockets	None
Parcel shelves	Under scuttle (large) and behind rear squab
Ashtrays	One (centre of fascia)
Cigar lighters	None
Interior lights	None (except instrument lighting)
Interior heater	Optional extra
Car radio	Optional extra
Extras available include heater (at £11 5s. 0d., incl. P.T.), radio (at £28 incl. P.T.), exterior mirror, dimming interior mirror, fog lamp, long-range lamp, reversing lamp, inspection lamp, dual wind-tone horns, vanity mirror, cigar lighter, anti-glare visor, locking petrol cap, foot pump, windscreen washer, exhaust deflector and touch-up paint kit.	
Upholstery material	P.V.C. plastic
Floor covering	Rubber matting
Exterior colours standardized: Winchester blue, Bristol fawn, Edinburgh green, black.	
Alternative body styles: Perfect is basically similar but has four-door body and detail refinements.	