

The Motor Road Test No: 25/59

Make: Ford

Type: New Anglia de luxe Saloon

Makers: The Ford Motor Co., Ltd., Dagenham, England

Test Data

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CONDITIONS: Weather: Hot and dry with slight wind. (Temperature 70°-82°F., Barometer 30.2-30.3 in. Hg.) Surface: Dry tar macadam. Fuel: Premium grade pump petrol (approx. 96 Research Method Octane Rating).

INSTRUMENTS

Speedometer at 30 m.p.h. 8% fast
 Speedometer at 60 m.p.h. 9% fast
 Speedometer at 70 m.p.h. 7% fast
 Distance recorder 2% fast

WEIGHT

Kerb weight (unladen, but with oil, coolant and fuel for approx. 50 miles) 14½ cwt.
 Front/rear distribution of kerb weight 56/44
 Weight laden as tested 18 cwt.

MAXIMUM SPEEDS

Flying Quarter Mile
 Mean of four opposite runs 75.5 m.p.h.
 Best one-way time equals 76.9 m.p.h.

"Maximile" Speed. (Timed quarter mile after one mile accelerating from rest.)
 Mean of four opposite runs 73.8 m.p.h.
 Best one-way time equals 75.0 m.p.h.

Speed in gears
 Max. speed in 3rd gear 70 m.p.h.
 Max. speed in 2nd gear 37 m.p.h.
 Max. speed in 1st gear 23 m.p.h.
 (See text)

FUEL CONSUMPTION

54½ m.p.g. at constant 30 m.p.h. on level.
 53½ m.p.g. at constant 40 m.p.h. on level.
 45½ m.p.g. at constant 50 m.p.h. on level.
 37 m.p.g. at constant 60 m.p.h. on level.

Overall Fuel Consumption for 1002.1 miles, 25.9 gallons, equals 39.3 m.p.g. (7.2 litres/100 km.)

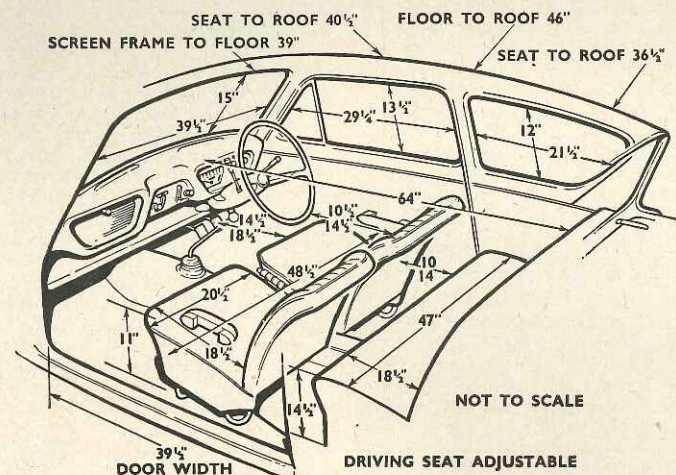
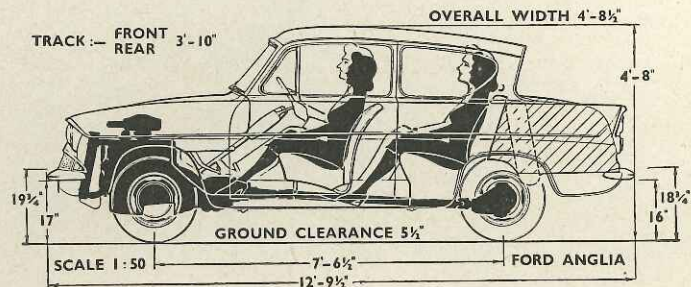
Touring Fuel Consumption (m.p.g. at steady speed midway between 30 m.p.h. and maximum, less 5% allowance for acceleration) 41.2 m.p.g.
 Fuel tank capacity (maker's figure) 7 gallons

STEERING

Turning circle between kerbs
 Left 31½ feet
 Right 31½ feet
 Turns of steering wheel from lock to lock 2½

BRAKES from 30 m.p.h.

0.92g retardation (equivalent to 33 ft. stopping distance) with 60 lb. pedal pressure
 0.73g retardation (equivalent to 40½ ft. stopping distance) with 50 lb. pedal pressure
 0.29g retardation (equivalent to 104 ft. stopping distance) with 25 lb. pedal pressure

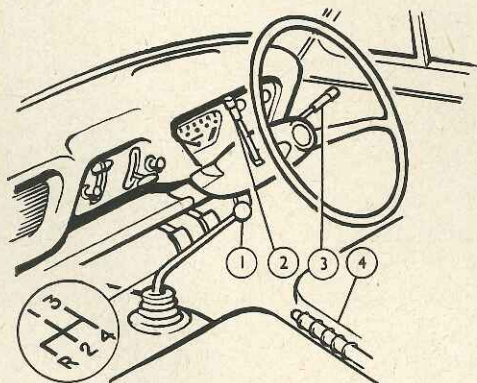


ACCELERATION TIMES from standstill	
0-30 m.p.h.	6.2 sec.
0-40 m.p.h.	10.8 sec.
0-50 m.p.h.	16.7 sec.
0-60 m.p.h.	26.9 sec.
0-70 m.p.h.	40.0 sec.
Standing quarter mile	22.9 sec.

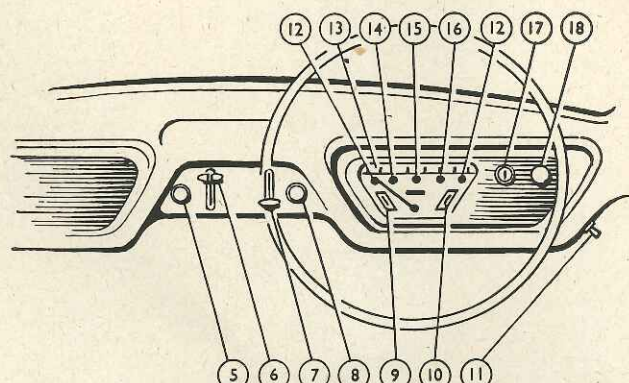
ACCELERATION TIMES on Upper Ratios		
10-30 m.p.h.	Top gear	3rd gear
20-40 m.p.h.	14.3 sec.	9.0 sec.
30-50 m.p.h.	14.5 sec.	9.0 sec.
40-60 m.p.h.	16.1 sec.	10.9 sec.
	21.6 sec.	17.9 sec.

HILL CLIMBING at sustained steady speeds

Max. gradient on top gear 1 in 13.5 (Tapley 165 lb./ton)
 Max. gradient on 3rd gear 1 in 8.8 (Tapley 255 lb./ton)
 Max. gradient on 2nd gear 1 in 5.3 (Tapley 415 lb./ton)



1, Gear lever. 2, Dip switch. 3, Trafficator and horn control. 4, Hand brake. 5, Choke. 6, Heater controls. 7, Bonnet release. 8, Windscreen wiper.



9, Temperature gauge. 10, Fuel gauge. 11, Panel light. 12, Direction indicator warning light. 13, Speedometer. 14, Oil warning light. 15, Main

beam. 16, Generator warning light. 17, Ignition and starter. 18, Lights.

The NEW FORD ANGLIA



Substantial Gains in Economy
and Liveliness Go with
Pleasing New Coachwork
Features

In Brief

Price (de luxe model as tested) £430 plus purchase tax £180 5s. 11d., equals £610 5s. 11d.

Capacity	...	...	996.6 c.c.
Unladen kerb weight	...	...	14½ cwt.
Acceleration:			
20-40 m.p.h. in top gear	...	...	14.5 sec.
0-50 m.p.h. through gears	...	...	16.7 sec.
Maximum top gear gradient	...	...	1 in 13.5
Maximum speed	...	...	75.5 m.p.h.
"Maximile" speed	...	...	73.8 m.p.h.
Touring fuel consumption	...	...	41.2 m.p.g.
Gearing: 15.7 m.p.h. in top gear at 1,000 r.p.m.; 49.5 m.p.h. at 1000 ft./min. piston speed.			

PRACTICALLY every keen motorist this morning is asking, "How does the new Ford Anglia go?" Having been privileged to cover a four-figure mileage in a production example, *The Motor* is in the unique position of being able to answer that question—and here, in terms of hard facts, is the short answer.

The new model is 6.8% faster (at 75.5 m.p.h.) than the former Anglia/Prefect type and reaches 50 m.p.h. from a standstill in 17.3% less time. To 60 m.p.h., the gain is 16.4%.

In the vital matter of fuel consumption, the new Anglia is 38.1% more economical at a constant 30 m.p.h. and 27.5% more economical at 60 m.p.h. The calculated "touring fuel consumption" (the m.p.g. at a steady speed midway between 30 m.p.h. and maximum less a 5% allowance for acceleration) worked out at 41.2 m.p.g. and shows a gain of 24.4%.

The improvement in actual consumption (39.3 m.p.g. recorded over a distance of just over 1,000 miles) was 29.2% better—although in fairness, it must be stated that this latter figure may be very slightly favourable because the need for keeping a very distinctive "secret" car out of the public gaze as much as possible resulted in a rather smaller proportion of driving in heavy traffic than is usual. Probably the percentage improvement in the "touring" figure represents a more true measure of the very substantial gain which users may expect in comparison with the former Anglia and companion Prefect models.

In passing, it should be mentioned that the comparisons made above are, in fact, with figures recorded for a 1957 Prefect, a 1958 Anglia tested more recently not being comparable by reason of its two-pedal control and automatic clutch.

To revert to comparisons, the new Anglia shows to slight disadvantage in one respect only, namely top-gear acceleration, in the lower and middle speed-ranges. Here, there was an increase of 1.0 sec.

(7.4%) in the time taken to accelerate from 20 m.p.h. to 40 m.p.h. From the latter figure to 60 m.p.h. the figures are virtually identical and, of course, the new Anglia scores with its higher maximum.

This result is not unexpected and, in fact, of no great moment, because the new model is deliberately high-g geared in the interests of both economy and effortless cruising, and has a four-speed gearbox with a delightfully easy change which more than makes up for the slight penalty a high top gear involves in acceleration at the lower end of the scale.

So much for hard facts which can be accurately measured by instruments. In those other qualities which are not susceptible to pure measurement, the new Anglia created an equally good impression, but these things take longer to tell and must be dealt with in due order.

The unusual features of the four-cylinder engine with its enormously over-square bore/stroke ratio, high compression and hollow cast-iron crankshaft are fully dealt with in the comprehensive description of the car which appears on other pages. Here, the issue is how this "80-bore" engine functions in practice.

Perhaps the most surprising thing from a technical angle is the way in which it runs satisfactorily on ordinary premium grade fuel despite its sports-car-like 8.9/1 compression. Not only is the new Anglia unit entirely free from pinking, but it will also pull steadily at quite low speeds in top gear without transmission snatch. The high compression does, however, make itself felt to the extent that individual power impulses can be detected if the throttle is opened wide at speeds much below 30 m.p.h., although the car will nevertheless trickle happily along with the traffic stream in built-up areas without the need for a change down.

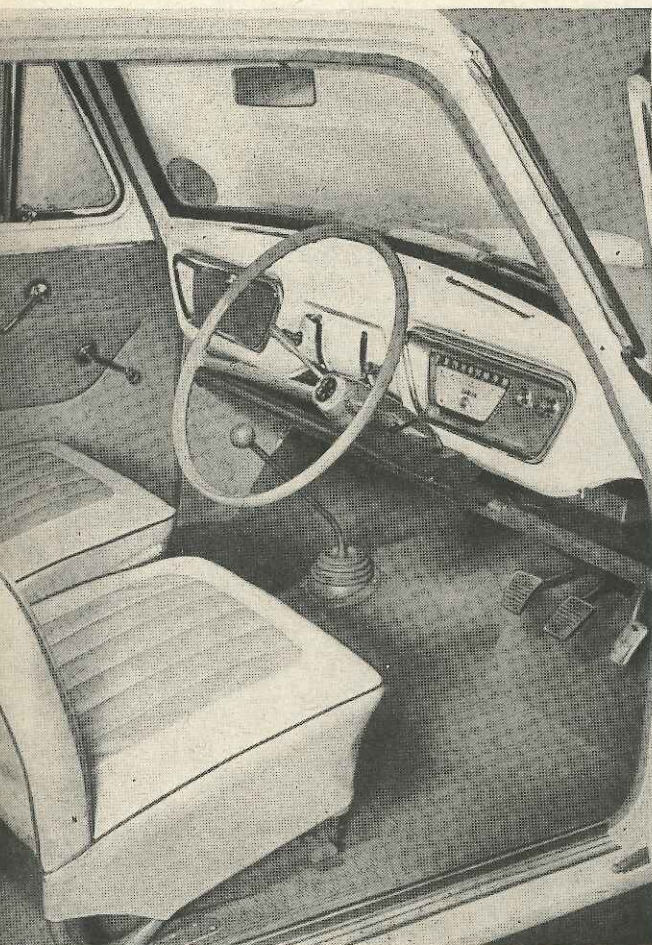
Greater flexibility at low speeds would, of course, be given by a lower top gear, but this would naturally have an adverse effect

on fuel consumption as well as detracting from the delightfully effortless way in which this "80-bore" Anglia cruises on the open road. It is obvious that the Ford company has rated these qualities highly, even though they automatically call for a four-speed gearbox in place of the three speeds which have been a Ford tradition in this country for so long. The new Ford, in fact, leans more to the Continental practice of a high top gear in conjunction with a gearbox that is intended to be used—and very delightful the new gearbox is, with a neat semi-remote control that is a near approach to the ideal. The lever is well placed, has a moderately short travel and a movement which is both free but positive. To this can be added a synchromesh which permits quick changes and is virtually clash-proof.

As a result, even the lazy driver has no excuse for not selecting the gear appropriate to the occasion. A further point which affects the issue is the astonishing ability of this engine to turn over at high revs. In this connection, in fact, a word of caution should be added regarding speeds in gears. It has always been the practice of *The Motor* to quote the actual speeds which are attainable rather than those which are necessarily the desirable maxima. In this case, the engine will rev very far above its peak of 5,000 r.p.m. in the gears and the wise owner will regard peak speeds as the limits for normal use. These are 19 m.p.h. in first, 33 m.p.h. in second, and 61 m.p.h. in third. Second gear can be used for accelerating from rest (although first is better) and third is an ideal overtaking ratio.

In top gear, mechanical noises are unusually unobtrusive and the car cruises in the 60-65 m.p.h. range with outstanding ease. At these speeds, wind noise, which is about average, is the predominant factor, although some road noise is noticeable on freshly tarred or ridged surfaces.

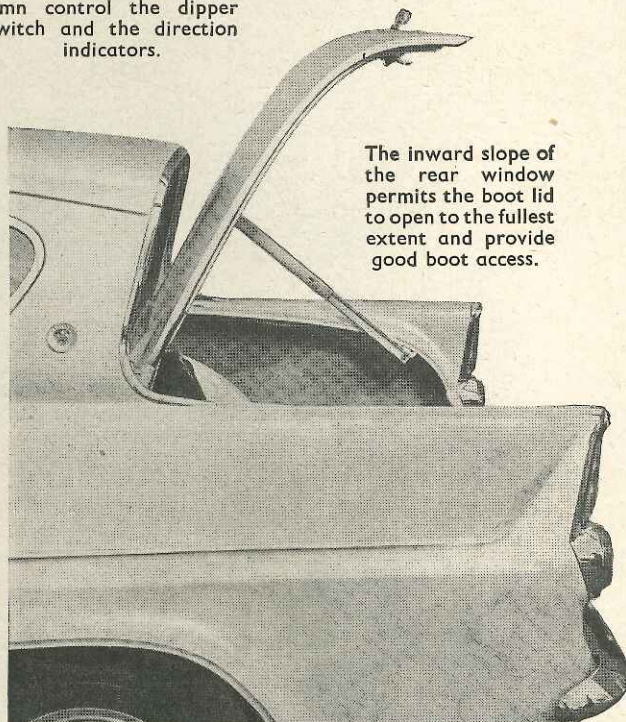
The warm weather which prevailed



The NEW FORD ANGLIA

The driver's compartment is roomy and the seats have a fair range of adjustment. The instruments and facia controls are grouped in a neat panel in front of the driver while the floor-mounted gear lever is in a convenient position for most drivers. The two levers on the steering column control the dipper switch and the direction indicators.

The spare wheel is carried within the luggage boot in a well at the back of the rear seat panel. Luggage capacity extends to the full width except where the wheel arches intrude.



The inward slope of the rear window permits the boot lid to open to the fullest extent and provide good boot access.

during the test did not give a true indication of starting abilities, but the ease with which the engine came to life late at night and in the early morning did not suggest any trouble in this respect, although the rather slow warming-up in these circumstances did suggest lean carburettor settings in the interests of economy; an occasional slight hesitation in pick-up at after-midnight September temperatures tended to reinforce this belief.

Very light steering and a good lock are points which are immediately apparent on first taking the wheel, and further acquaintance soon reveals a good standard of accuracy and a layout which isolates the wheel nicely from road reactions without destroying the important characteristic of "feel." On corners, the new Anglia is both precise and predictable with a minor degree of understeer which is noticeable only when sharp corners are taken with above-average exuberance. Roll, whilst not entirely absent, is not excessive.

The degree of damping is probably about right for normal usage, but could be increased with advantage for fast cross-country driving—particularly over the sort of moorland roads which are tarred but have no real basic foundations. On such surfaces, the narrower track of the new model seems to make the car more susceptible to changing cambers which, although not deflecting it from a true course, do cause some lateral movement.

The brakes are notable for a good standard of efficiency with light pedal pressures, and a point which earns approval is the substantial handbrake located between the front seats, where it is easy to reach without leaning forward and is also in pleasant proximity to the gear lever for

re-starts from rest. It also proved entirely adequate for re-starting on steep gradients on Yorkshire moorland roads—a considerable mileage of which showed the Anglia to be a very practical car off main roads as well as on. The manner in which it romped up Park Rash in second gear with two up and week-end luggage was most impressive.

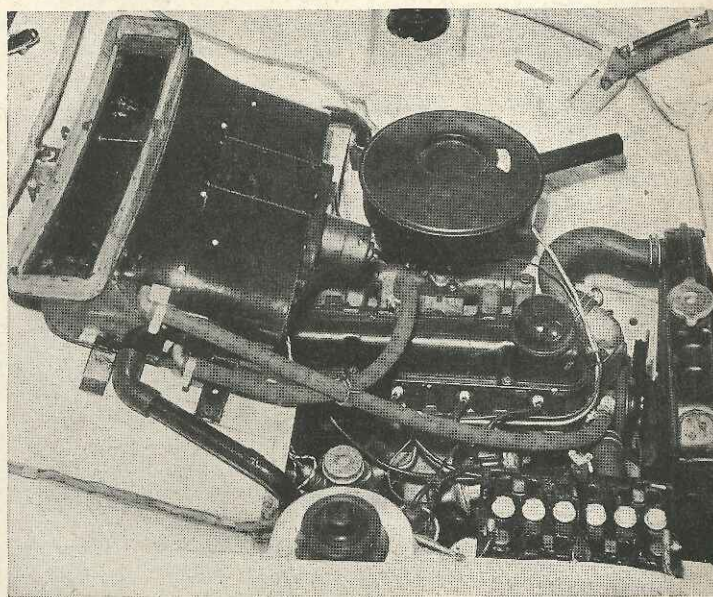
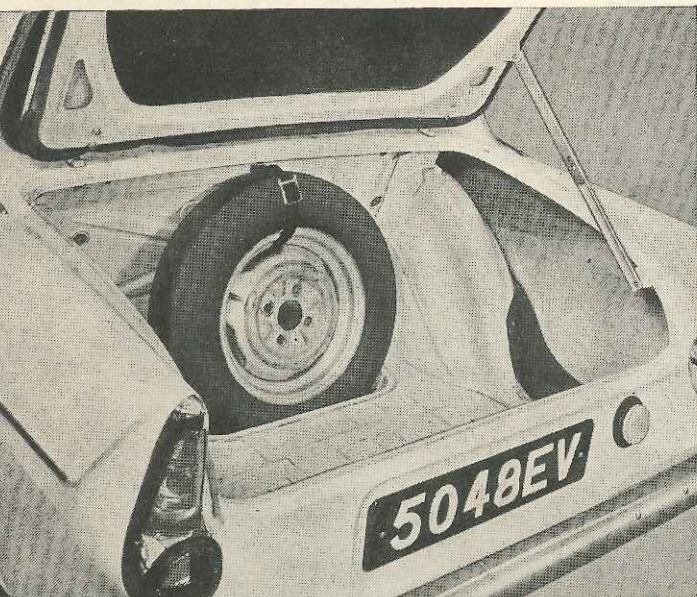
The layout of the controls is straightforward, with everything easy to reach and no minor switches placed where they can be confused with their neighbours. The speedometer is directly in front of the driver where it is visible without obstruction through the two-spoke wheel and the latter is deeply dished for safety, but a feature which calls for early modification is the use of bright plating on the spokes; even on dull days these cause a most annoying reflection in the windscreen, and when the sun happens to be shining on them through the screen, these reflections can be a definite impediment to the view ahead. In all other respects, all-round vision is outstandingly good. Front wings and rear fins are all clearly visible and the down-sloping bonnet gives a close-up view of the road in front.

Unusual is a horn-push incorporated in the end of the finger-tip control lever for the direction indicators. This lever is handily placed, but a more positively defined neutral position would be an improvement. On the opposite side of the column, a similar lever is used for dipping. An innovation so far as Ford is concerned

is the use of electrically operated screen wipers and these are arranged to clear a good arc, whilst another new detail is the use of electric gauges for fuel contents and engine temperature which take an appreciable time to reach their correct readings after the ignition has been switched on—a time lag which has the advantage of cutting out fluctuations in fuel-gauge readings when the car is on the move, but has to be allowed for when using the gauge as a guide to filling the tank.

The wide doors give good access to the front seats, which tip up bodily to enable the rear to be reached. The seat cushions themselves are comfortably upholstered, but drivers who favour an alert position will find the backward curvature of the squab too pronounced to give shoulder support. Arm-rests are provided on the doors and, being fixed, suit some occupants more than others.

At the rear, the leg room is unusually generous thanks to the large foot space below the front seats, and there is adequate width for two large adults with better-than-average headroom as a result of the unusual roof shape. This latter feature, incidentally, is no mere styling gimmick as, besides its advantages in headroom, it enables a much larger rear boot lid to be used. To revert to rear seats, the back squab gives very comfortable support and the vision through the rear quarters is unusually good, but the seat cushion itself could, with advantage, be more deeply upholstered to prevent the presence of the



wheel arches being felt by the occupants.

For ventilation, the car has the usual hinged panels (with thief-proof catches) on the leading edges of the doors and winding windows, whilst the rear quarters are hinged at their leading edges. Unlike most rear quarters of this type, however, they appear to draw air into the car rather than act as extractors and make it somewhat difficult to find a combination of window positions which gives adequate ventilation in hot weather without some draught. A worthwhile extra on the model tried was a fresh-air heating and de-misting system, which costs £14 3s. 4d. including tax.

The bonnet is forward-hinged and provides plenty of room for getting at the various under-bonnet components, most of which are accessibly placed for ease of maintenance.

So far as luggage is concerned, the easily accessible boot is capable of carrying a considerable quantity of luggage despite the intrusion of inswept wheel arches and the spare wheel, but inside the car, accommodation is restricted to a usefully sloping

glove box with locking lid and narrow parcel shelf below the facia which needs a more pronounced ledge to prevent articles slipping down between it and the scuttle structure.

Despite a few minor faults of this kind, however, this new "80-bore" Anglia remains an outstanding newcomer which created a very favourable impression amongst all who tried it. With its very notable economy and effortless Motorway-style cruising, it will undoubtedly enjoy a very wide appeal—the more so in the light of its competitive price and distinctive but undeniably attractive appearance.

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Specification

ENGINE

Cylinders	4
Bore	80.96 mm.
Stroke	48.41 mm.
Cubic capacity	996.6 c.c.
Piston area	31.9 sq. in.
Valves	Overhead (push rods)
Compression ratio	8.9/1
Carburettor	Solex downdraught 30Z/C2
Fuel pump	AC Mechanical
Ignition timing control	Centrifugal and vacuum
Oil filter	AC, Tecalemit or Purolator full-flow
Max. power (net)	39 b.h.p. at
at	5,000 r.p.m.
Piston speed at max. b.h.p.	1,590 ft./min.

TRANSMISSION

Clutch	Ford s.d.p., 7½-in.
Top gear (s/m)	4.125
3rd gear (s/m)	5.286
2nd gear (s/m)	9.884
1st gear	16.987
Reverse	22.292
Propeller shaft	Hardy Spicer
Final drive	Hypoid bevel
Top gear m.p.h. at 1,000 r.p.m.	15.7
Top gear m.p.h. at 1,000 ft./min. piston speed	49.5

CHASSIS

Brakes	Girling hydraulic (2 l.s. on front)
Brake drum internal diameter	8 in.
Friction lining area	76.80 in.
Suspension: Front	Independent (coil)
Rear	Semi-elliptic
Shock absorbers: Front	Armstrong double-acting telescopic
Rear	Armstrong lever-type
Steering gear	Ford re-circulating ball
Tyres	5.20—13 tubeless

Coachwork and Equipment

Starting handle	None
Battery mounting	Under bonnet, r.h. side
Jack	Triangular screw type with ratchet handle
Jacking points	Two each side below body sills
Standard tool kit	Jack and handle, wheelbrace, screwdriver
Exterior lights: 2 headlamps, 2 side/flasher lamps, 2 tail/stop lamps, 2 rear amber flashers, rear number plate lamp.	
Number of electrical fuses	One
Direction indicators	Flasher type, white front, amber rear
Windscreen wipers	Twin electric
Windscreen washers	Available as extra
Sun visors	Two (one only on standard model)
Instruments: Speedometer (with decimal but no trip), fuel gauge and (de luxe only) coolant thermometer.	
Warning lights: Oil pressure, dynamo charge, main beam, direction indicators.	
Locks: With ignition key	Driver's door, boot and (de luxe only) glovebox

With other keys	Nil
Glove lockers	One (lockable on de luxe, open on standard)
Map pockets	None
Parcel shelves	One, under facia panel (de luxe only)
Ashtrays	One front and (de luxe only) two rear
Cigar lighters	None
Interior lights	One, above screen with courtesy switches (de luxe only)
Interior heater	Optional extra
Car radio	Optional extra
Extras available: Fresh-air heating and de-misting system, radio, rayon or leather on upholstery wearing surfaces and usual range of Ford-approved accessories.	
Upholstery material: Two-colour P.V.C. on de luxe (plain on standard).	
Floor covering	Moulded rubber
Exterior colours standardized: 12 single and 4 dual tone finishes on de luxe (8 single colours on standard).	
Alternative body styles	None

Maintenance

Sump	4 pints, S.A.E. 20W
Gearbox	1½ pints, S.A.E. 80
Rear axle	2 pints, S.A.E. 90
Steering gear lubricant	S.A.E. 90 E.P.
Cooling system capacity 10½ pints (2 drain taps)	
Chassis lubrication: By grease gun every 1,000 miles to 11 points.	
Ignition timing	10 degrees B.T.D.C.
Contact-breaker gap	0.015 in.
Spark plug gap	0.028-0.033 in.
Valve timing: Inlet opens 10 degrees B.T.D.C. and closes 50 degrees A.B.D.C.; exhaust opens 44 degrees B.B.D.C. and closes 10 degrees A.T.D.C.	

Tappet clearances (cold) Inlet	0.008 in.
Exhaust	0.018 in.
Front wheel toe-in	0.06-0.12 in.
Camber angle	1 degree
Castor angle	3½ degrees
Steering swivel pin inclination	5 degrees 36 min.
Tyre pressures: Front	22 lb.
Rear	22 lb.
Brake fluid	Castor oil/polyglycol ether mixture
Battery type and capacity	12-volt, 38 amp. hr.