

53

The NEW



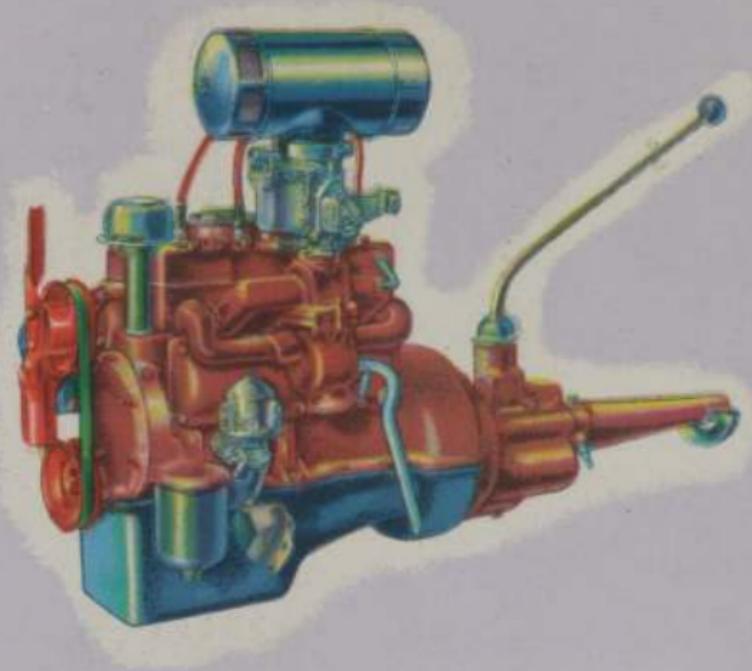
ANGLIA

**FORD PRODUCTS
MADE IN ENGLAND**

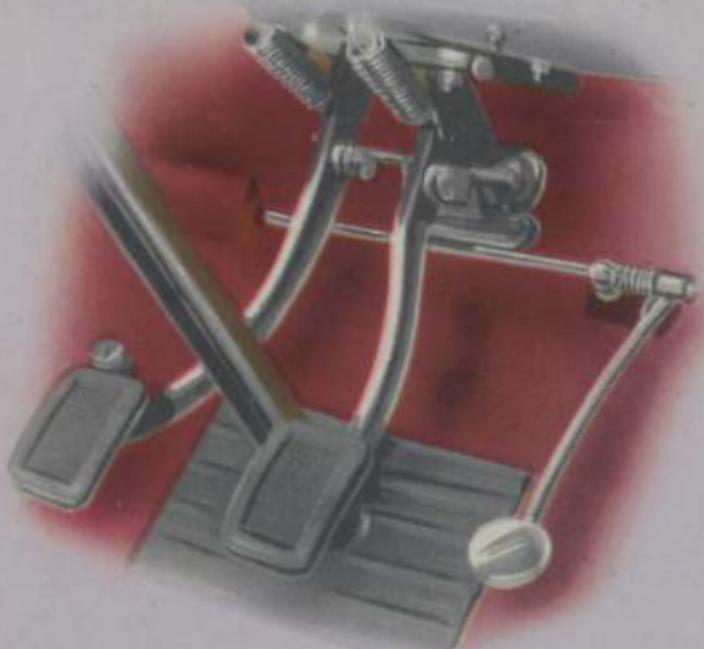
The NEW



PREFECT



New four-cylinder, 1,172 cc. engines giving sparkling performance, provide the New Anglia and New Prefect with the *right* power, yet with traditional economy. Wonderful top gear performance minimises gear changing and lessens engine wear and tear—and fuel consumption.



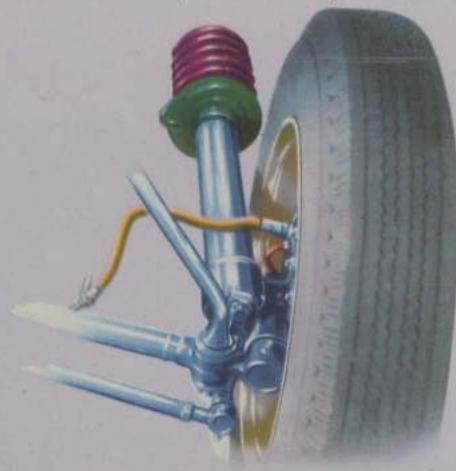
HYDRAULIC BRAKES for maximum safety on the road. Pendant-type pedals help eliminate driving fatigue and exclude floor draughts.

In design, appearance, roominess, comfort, performance, safety and economy, the Anglia and Prefect are new. Their modern styling and smooth flowing lines give them grace and elegance and outstanding interior roominess. New independent front suspension, quick-acting hydraulic brakes, hydraulic clutch operation and a lively engine with plenty of power, provide superb performance and a wide margin of safety. The seats are arranged between the axles to give smooth, shock-free riding.

With all these Five Star qualities, the New Anglia and New Prefect maintain their traditional economy. Low initial cost is supplemented by remarkably economical fuel consumption, and Ford dealer Service can keep your New Anglia or Prefect in tune at the lowest maintenance cost.

**FORD DEALER SERVICE
IS WORLD-WIDE**

INDEPENDENT FRONT SUSPENSION is a major factor in the magnificent handling qualities, riding comfort and safety of the New Anglia and New Prefect.



SAFETY LOCKING DEVICE. A simple, robust lock situated inside the car secures the bonnet.



INTERIOR LIGHT, designed in keeping with the modern styling of the car, is situated above the rear-view mirror of the New Prefect within easy reach of the driver.



DRIVING VISIBILITY is excellent, the one-piece, curved windscreen allowing a wide and unrestricted view of the road and eliminating dangerous reflections.



FEATURES OF THE NEW ANGLIA AND THE NEW PREFECT

THE NEW ANGLIA INTERIOR. Generous head, leg and elbow room; foam rubber overlays in the seats; between axles seating; each is an essential feature of modern motoring and the Anglia has them all.



EXCELLENT ALL-ROUND VISIBILITY of the new cars is completed by the wide-angle, curved, one-piece rear window.



DEEP PARCEL TRAY beneath the dash across the width of the car holds handbags, books, maps, toys and other personal articles.



LUGGAGE COMPARTMENT with a capacity of 10 cu. ft. and wide enough to accommodate a full golf bag, is accessible from outside and unusually large for light cars.



THE NEW PREFECT INTERIOR. Space, elegance and comfort inside the New Prefect are outstanding.



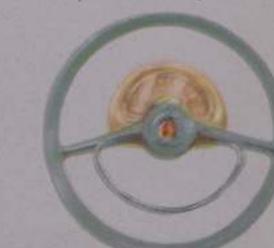
BONNETS are raised forward and can be locked in a vertical position, ensuring easy access to the engine and components, and maximum light.



HEADLAMPS blend smoothly into the lines of the cars. This is typical of the many brand new styling features on both cars.

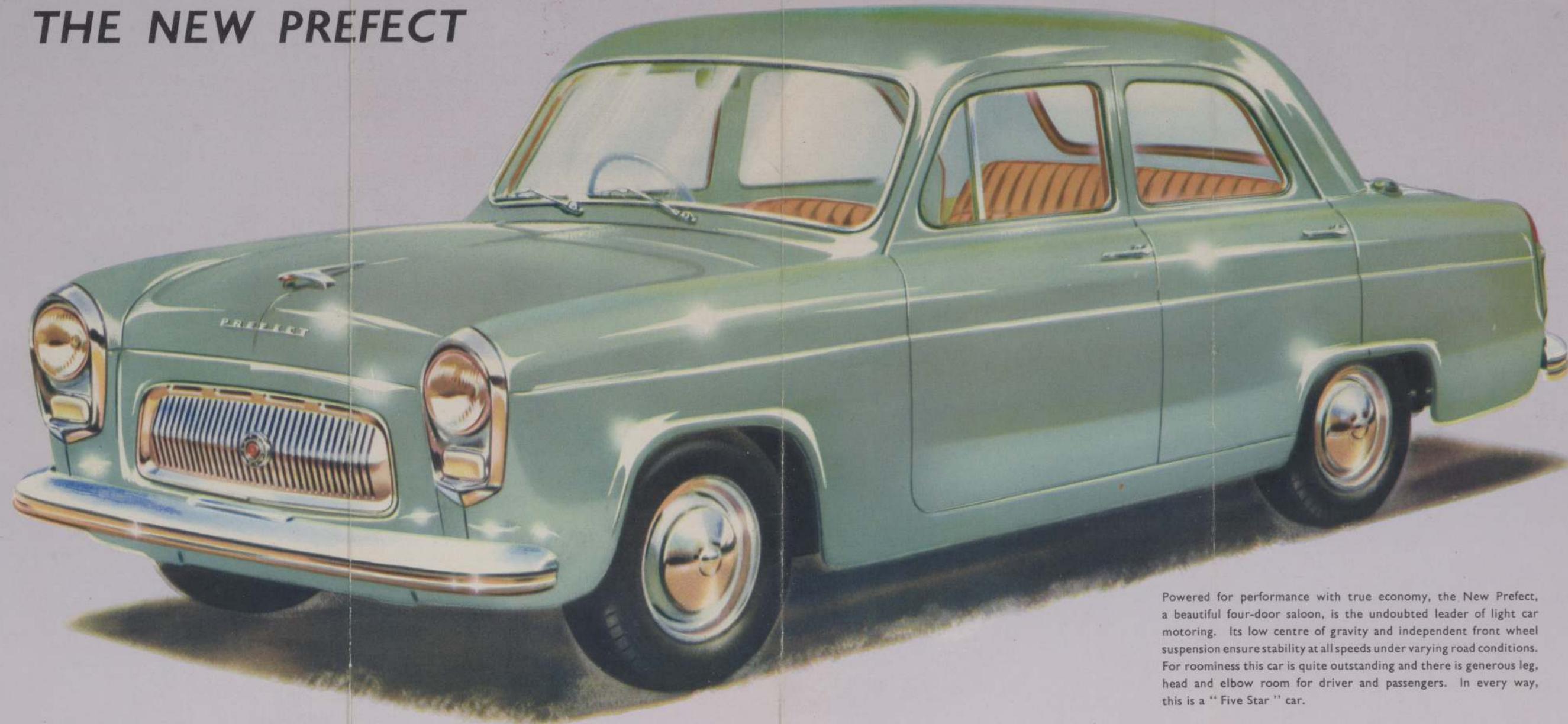


INSTRUMENTS are grouped immediately before the driver and are easily readable through the two-spoke steering wheels.



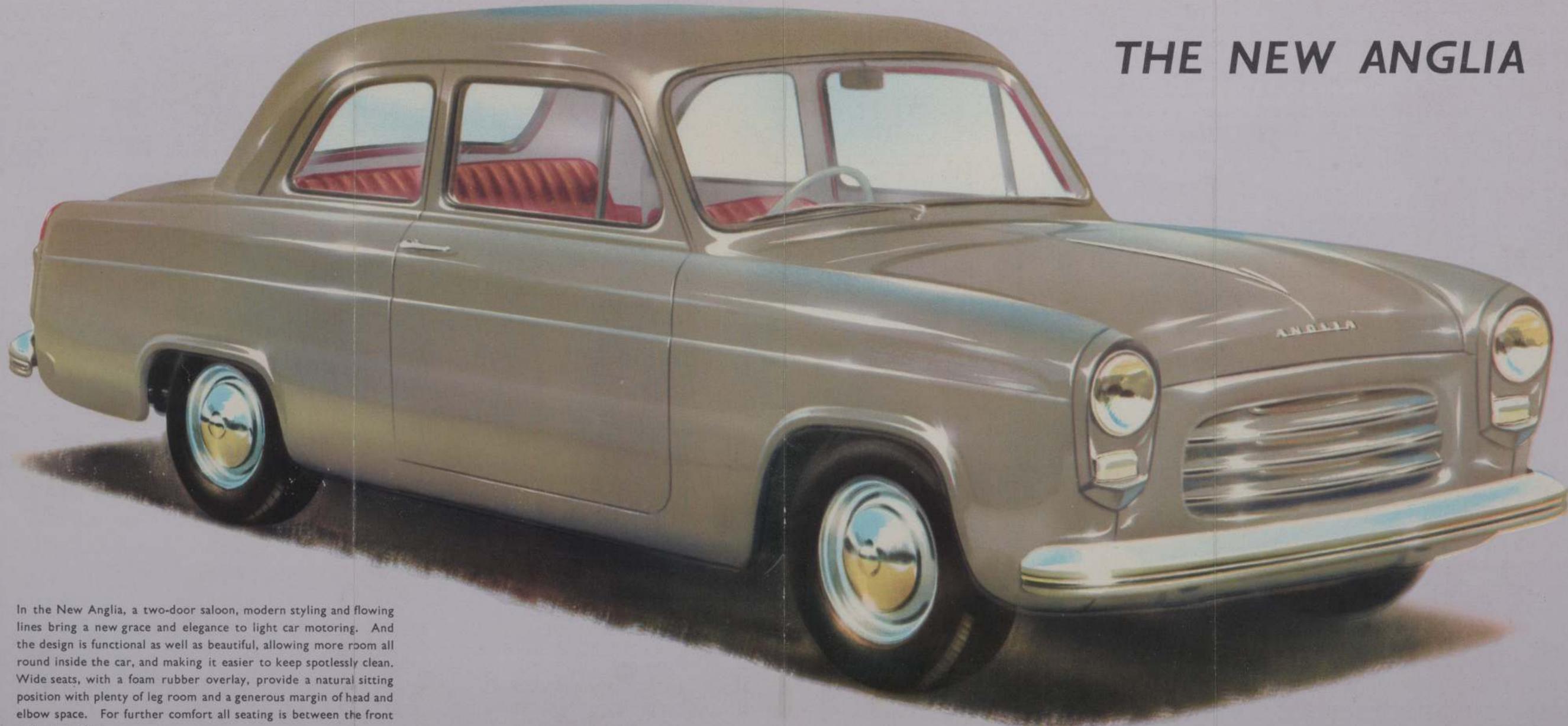
the first light cars in the '5-Star' Class

THE NEW PREFECT



Powered for performance with true economy, the New Prefect, a beautiful four-door saloon, is the undoubted leader of light car motoring. Its low centre of gravity and independent front wheel suspension ensure stability at all speeds under varying road conditions. For roominess this car is quite outstanding and there is generous leg, head and elbow room for driver and passengers. In every way, this is a "Five Star" car.

THE NEW ANGLIA



the first light cars in the '5-star' class

SPECIFICATIONS

NEW ANGLIA

ENGINE.—Four cylinder, side valve. Bore : 2.5 ins. (63.5 mm.). Stroke : 3.64 ins. (92.5 mm.). Cubic capacity : 1,172 c.c. Compression ratio : 7.0 to 1. B.H.P. : 36 at 4,400 r.p.m. Torque lbs./ft. : 54 at 2,150 r.p.m. Three bearing, dynamically balanced, crankshaft. Detachable cast iron cylinder head. Auto-thermic aluminium alloy pistons. Chain-driven camshaft.

ENGINE LUBRICATION.—Full pressure feed by submerged gear-type pump to main, camshaft and connecting rod bearings. By-pass type external filter. Pressure relief valve in pump.

IGNITION.—12-volt coil ignition. Automatic advance and retard distributor. Spark plug size 14 mm.

FUEL SYSTEM.—Diaphragm-type mechanical fuel pump. Down-draught carburettor with combined air cleaner and silencer. Fuel tank capacity 7 gallons (31.82 litres).

COOLING SYSTEM.—Belt-driven, two-blade fan. Water pump. Thermo-static control. Capacity of system 1.5 gallons (6.82 litres).

TRANSMISSION.—Three-speed gearbox. Synchromesh on second and third gears. Overall ratio : 1st gear 15.072 to 1; 2nd gear 8.252 to 1; 3rd gear 4.429 to 1; reverse 19.71 to 1. Gearbox oil capacity 1.68 pints (0.954 litres).

FRONT SUSPENSION.—Built-in Independent Front Suspension. Directly operated coil springs, mounted on special, hydraulic, double-acting shock absorbers integral with the wheel spindle assembly. Stabiliser bar embodied.

REAR SUSPENSION.—Longitudinal, semi-elliptic springs with oil-less shackles. Telescopic, double-acting hydraulic shock absorbers.

BRAKES.—Hydraulic internal expanding, 7 ins. by 1.25 ins.

STEERING.—Worm and peg type. Ratio : 11.5 to 1. Two-spoke type steering wheel, diameter 16 ins.

WHEELS AND TYRES.—Pressed steel, wide based rims. Tyres : 5.20—13.

INSTRUMENTS.—Located directly ahead of driver. Speedometer, fuel gauge, odometer, ammeter, oil pressure warning light, main beam indicator.

BODY.—All-steel welded integral construction. Curved-type fixed wind-screen and rear window. Bucket-type front seats, driver's seat adjustable. Separate luggage compartment accessible from outside, capacity approx. 10 cu. ft.

GENERAL DIMENSIONS :

Overall length	...	...	...	12 ft. 7½ ins.	(3.842 m.)
Overall width	...	...	...	5 ft. 0½ in.	(1.535 m.)
Overall height	...	...	...	4 ft. 11½ ins.	(1.467 m.)
Wheelbase	...	...	...	7 ft. 3 ins.	(2.210 m.)
Track—front	...	...	...	4 ft. 0 in.	(1.219 m.)
Track—rear	...	...	...	3 ft. 11½ ins.	(1.207 m.)
Kerb weight	...	...	...	14½ cwt.	(734 kg.)

NEW PREFECT

ENGINE.—Four cylinder, side valve. Bore : 2.5 ins. (63.5 mm.). Stroke : 3.64 ins (92.5 mm.). Cubic capacity : 1,172 c.c. Compression ratio : 7.0 to 1. B.H.P. : 36 at 4,400 r.p.m. Torque lbs./ft. : 54 at 2,150 r.p.m. Three bearing, dynamically balanced, crankshaft. Detachable cast iron cylinder head. Auto-thermic aluminium alloy pistons. Chain-driven camshaft.

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IGNITION.—12-volt coil ignition. Automatic advance and retard distributor. Spark plug size 14 mm.

FUEL SYSTEM.—Diaphragm-type mechanical fuel pump. Down-draught carburettor with combined air cleaner and silencer. Fuel tank capacity 7 gallons (31.82 litres).

COOLING SYSTEM.—Belt-driven, two-blade fan. Water pump. Thermo-static control. Capacity of system 1.5 gallons (6.82 litres).

TRANSMISSION.—Three-speed gearbox. Synchromesh on second and third gears. Overall ratio : 1st gear 15.072 to 1; 2nd gear 8.252 to 1; 3rd gear 4.429 to 1; reverse 19.71 to 1. Gearbox oil capacity 1.68 pints (0.954 litres).

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STEERING.—Worm and peg type. Ratio : 11.5 to 1. Two-spoke type steering wheel, diameter 16 ins.

WHEELS AND TYRES.—Pressed steel, wide based rims. Tyres : 5.20—13.

INSTRUMENTS.—Grouped cluster immediately in front of driver. Speedometer, odometer, fuel gauge, temperature gauge, ignition and oil pressure warning lights, main beam indicator.

BODY.—All-steel welded integral construction. Curved-type fixed wind-screen and rear window. Adjustable bucket-type front seats. Separate luggage compartment accessible from outside, capacity approx. 10 cu. ft.

GENERAL DIMENSIONS :

Overall length	...	...	...	12 ft. 7½ ins.	(3.842 m.)
Overall width	...	...	...	5 ft. 0½ in.	(1.535 m.)
Overall height	...	...	...	4 ft. 11½ ins.	(1.467 m.)
Wheelbase	...	...	...	7 ft. 3 ins.	(2.210 m.)
Track—front	...	...	...	4 ft. 0 in.	(1.219 m.)
Track—rear	...	...	...	3 ft. 11½ ins.	(1.207 m.)
Kerb weight	...	...	...	15 cwt.	(758 kg.)

Ford policy is one of continuous improvement. The right to change prices, specifications and equipment at any time without notice is reserved.