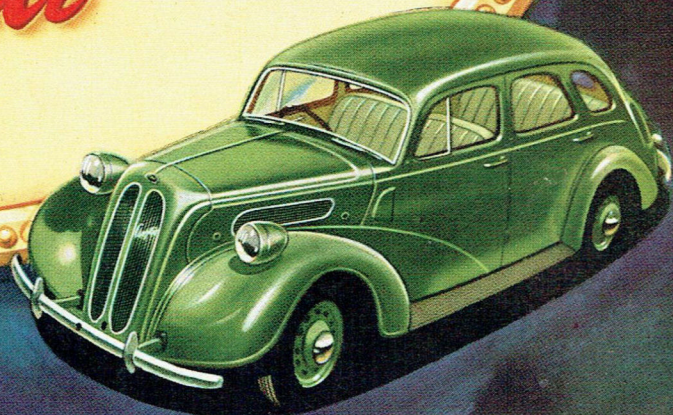
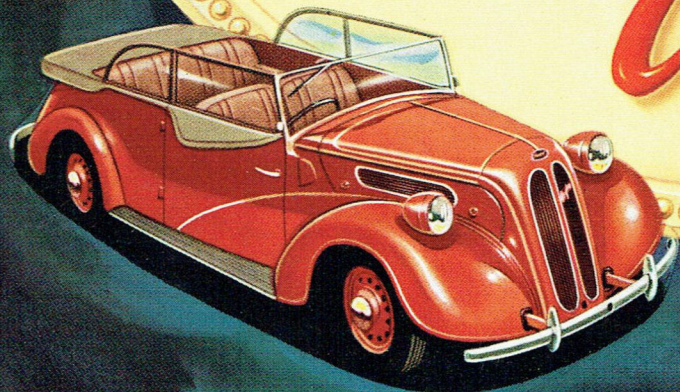


Smart, comfortable motoring

ON A THRIFTY 8 H.P. BUDGET

"Anglia"



"Anglia"

SPECIFICATIONS

ENGINE — Four cylinders, cast integrally with upper half of crank-case; "L" head. Bore 2.23 ins.; Stroke 3.64 ins. Capacity 56.93 cu. ins. B.H.P. 23.4 at 4,000 r.p.m. R.A.C. rating 7.96 h.p. Three-bearing statically and dynamically balanced crankshaft. Total main bearing area, 22.69 sq. ins. Detachable cylinder head; chain-driven camshaft. Aluminium alloy pistons. Engine timing pin fitted to cylinder front cover. Four-point suspension, on oil-resisting rubber mountings. Mushroom-ended valve stems.

ENGINE LUBRICATION — Full pressure-feed by submerged gear pump to crankshaft main bearings, camshaft bearings, big-end bearings *via* oil-ducts cast in cylinder block, and drilled crankshaft. Gudgeon pins and cylinder walls splash-lubricated. Oil-filter standard equipment. Sump capacity, 4½ pints.

IGNITION — Battery and coil. Automatic advance and retard. Distributor mounted on cylinder head. Condensator caps fitted to spark plugs; heat-resisting and moisture-proof high tension leads. Firing order 1, 2, 4, 3.

PETROL SUPPLY — Petrol tank capacity, 7 galls. Diaphragm type fuel pump, operated from camshaft. Hand-priming device.

CARBURATION — Down-draught type, incorporating easy-starting device.

COOLING — Water pump assisted thermo-syphon. Two-bladed fan driven by "V" belt. Tube and fin type radiator. Capacity, 1½ gallons.

TRANSMISSION — Clutch; dry single-plate. Heavy-duty ball thrust release bearing. Gears: selective sliding, helically cut constant mesh. Synchro-mesh on top and intermediate gears. Three forward speeds, ratios 5.5 to 1, 10.76 to 1, and 18.72 to 1. Reverse 24.48 to 1. Oil capacity of gear box, 1 pint.

REAR AXLE — Ratio 5.5 to 1. Type: Three-quarter-floating, with radius rod and torque tube drive. Spiral bevel drive pinion and gear. Roller bearings fitted throughout. Oil capacity: 1 pint, approx. Special Ford design of universal joint.

FRONT AXLE — "I" beam. Taper-roller wheel bearings.

STEERING — Worm and nut type. Ratio 10 to 1.

SHOCK-ABSORBERS — Double-action hydraulic shock-absorbers at all four wheels.

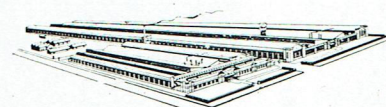
TYRES — Five 5.00 x 16.

BRAKES — Drums: 10 ins. all round. Girling type, four-wheel mechanical; internal expanding. Fully automatically compensated foot brake on all four wheels; hand brake on rear wheels only.

ELECTRICAL EQUIPMENT — Ford generator. Normal charging rate 10 amps. Charging regulator 3rd brush. Drive: "V" belt, easily adjustable. Battery: located most accessibly under bonnet.

GENERAL DIMENSIONS —

Overall length (including bumpers) ..	12 ft. 9½ ins.
Overall width (including bumpers) ..	4 ft. 9 ins.
Wheelbase	7 ft. 6 ins.
Track	3 ft. 9 ins.



FROM THE HOME OF
FORD MANUFACTURING IN AUSTRALIA.

SERVICE *in-built — and nation-wide*

In itself, the British thoroughness of Anglia's engineering provides dependable service. In addition, the chain of Ford dealers is nation-wide. Mechanics of these Dealers *know* your Anglia. They have been given specialised knowledge in Service Schools conducted by Ford Motor Company of Australia. The result is that maintenance contributes to Anglia's overall economy — for it's done without waste of a shilling of an owner's money or an hour of his time.

Ford Motor Company of Australia Pty. Ltd., whose policy is of continuous improvement, reserves the right, subject to such regulations as may from time to time apply, to change specifications and prices at any time without notice or incurring liability to purchasers.

FORD MOTOR COMPANY OF AUSTRALIA PTY. LTD.
(Incorporated in Victoria) Registered Office: GEELONG, VICTORIA.



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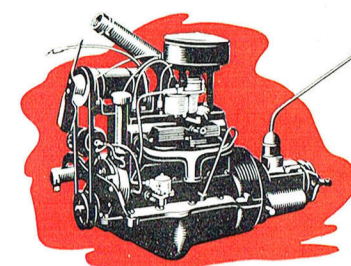
*How to keep a BANK BALANCE
and a CAR.*



Owning an Anglia is the money-saving way of getting the pride and fun of a new, really smart and comfortable car.

Anglia's purchase price is a money-saving consideration. There's also a big extra consideration in the fact that Anglia will take you anywhere at motoring's least possible cost per mile. And you'll travel with smartness and comfort — for Anglia's handsome looks, fine appointments and dependable performance make 8 h.p. motoring first-class motoring.

CREDITS TO *Anglia*



Economy

The famous 8 h.p. Anglia engine stretches a gallon of petrol over extra miles. Sturdiness of chassis engineering cuts upkeep costs.

Smartness *Comfort*



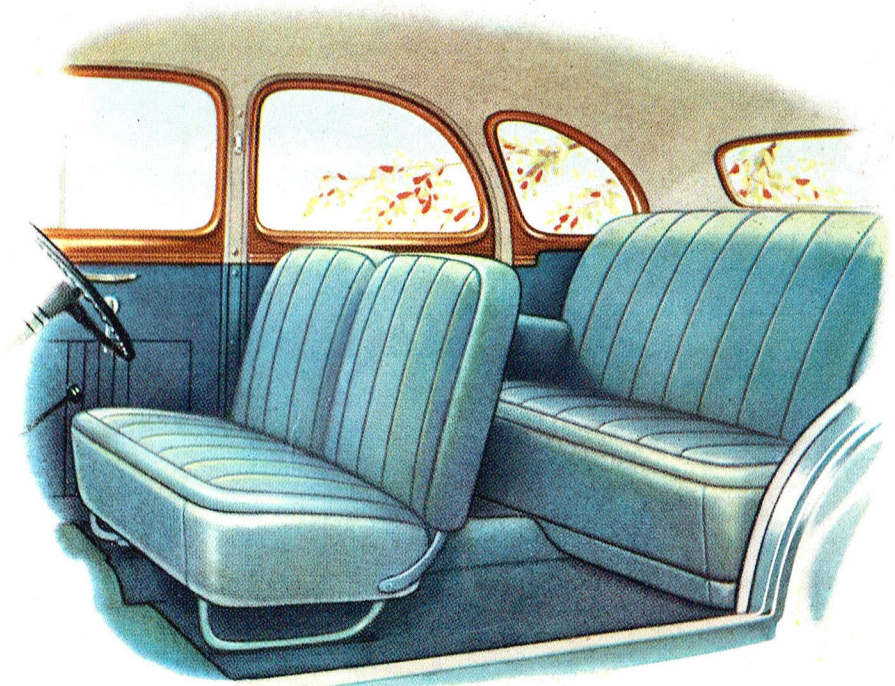
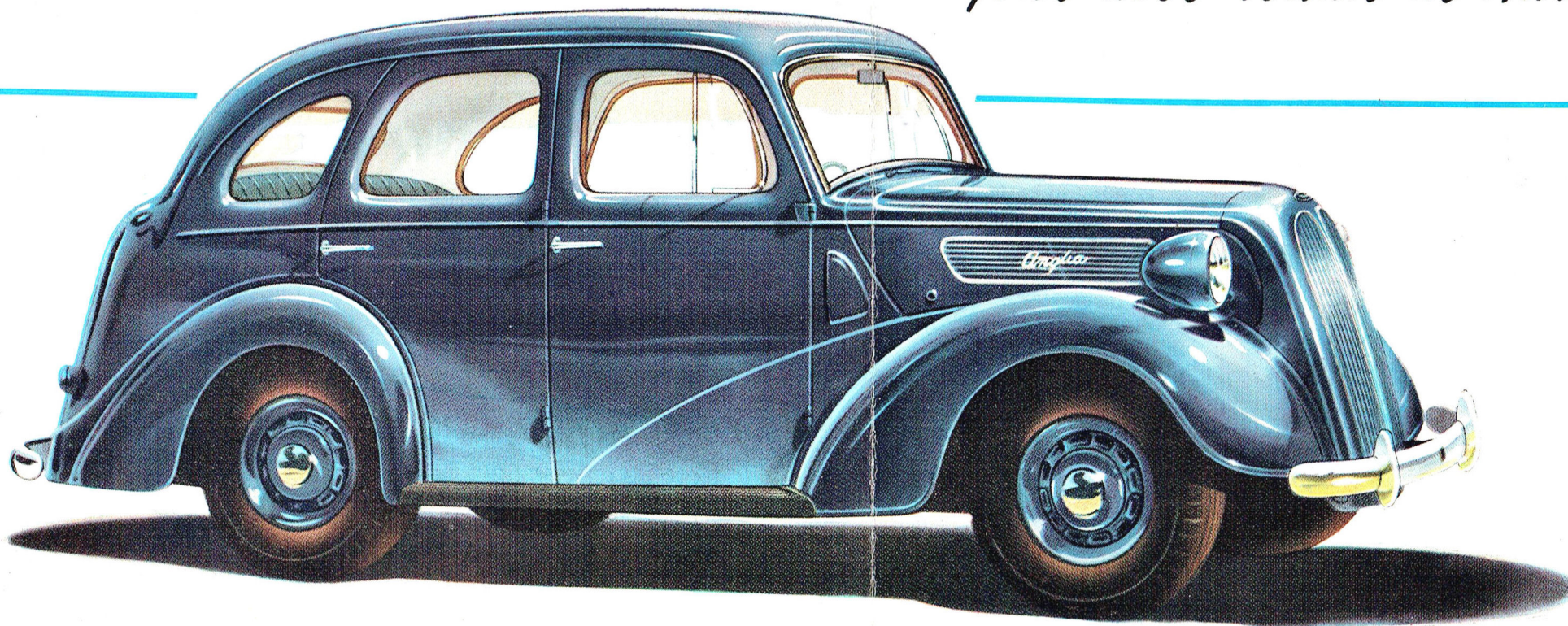
Distinguished not only
by overall design but
by fine craftsmanship

Proportioned for maximum
space and appointed for
luxury. Anglia gives more

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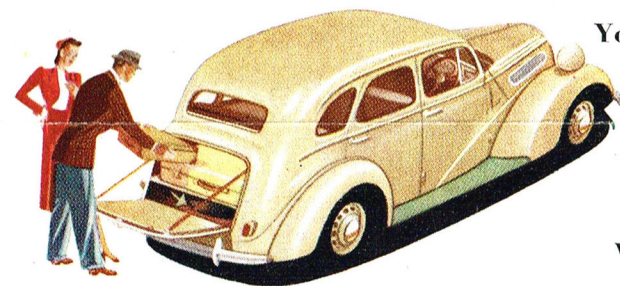
*Looks a Luxury -- yet it's the lowest priced
four-door sedan in Australia*

Anglia

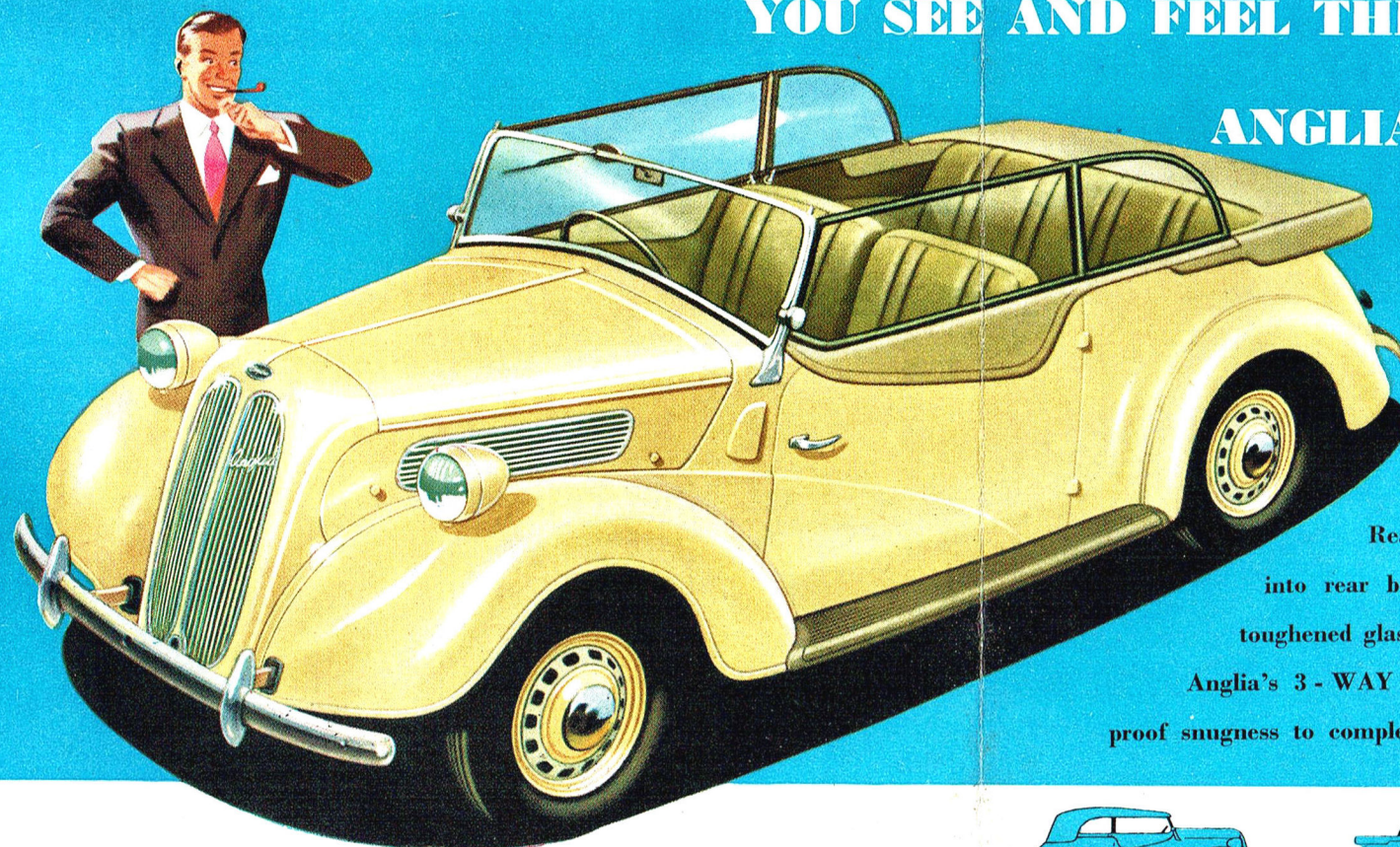


This is an economy car with a luxury look. And not only the look but the comfort that goes with it. You don't just ride in the smart interior pictured at right — you relax because of dimensioning that makes best use of space. It can blow a gale outside but those front quarter windows adjust for the amount of draught-free ventilation you want. For a surplus of air in torrid weather the windscreen opens easily. Parcels stow away on shelves alongside instrument panel and below rear window. At the left you see the locking rear luggage trunk — another example of this car's fine appointments.

The trim upholstery of the Anglia sedan has tailored smartness that will enjoy a long life. And the seats have been scientifically designed to rest your knees and back on long journeys.



YOU SEE AND FEEL THE DIFFERENCE OF ANGLIA'S COACH-BUILDING



The finish of this "coach - built" Sports Tourer is unique among low - priced cars. You see it in everything from fit of doors to tailoring of upholstery. In the driving position, too, short or long legs find ease; a control on the handsome instrument panel adjusts the front seat instantly.

Rear luggage boot has a lock - up door flushed smartly into rear body panel. Rigid but detachable side - screens of toughened glass are standard equipment. Diagrammed below is this Anglia's 3 - WAY STYLING — ranging from fully - enclosed, weather-proof snugness to completely open sports freedom.

