

Anglia Estate Car Specifications

Engine: Bore 3.187 in (80.96 mm). Stroke 1.906 in (48.4 mm). Capacity 60.84 cu in (997 cc). Compression ratio 8.9:1. BHP 41 at 5000 rpm (gross). Torque 55.5 lb ft at 2700 rpm (gross). 4-cyl.

1200 cc engine De Luxe optional extra. 4-cyl.
Bore: 3.1878 in (80.97 mm). Stroke 2.29 in (58.17 mm). Capacity 73 cu in (1198 cc). Compression ratio 9.1:1. BHP 54 at 5000 rpm (gross). Torque 69 lb ft at 2700 rpm (gross).

Gearbox: 4-speed, with synchro on 3 forward gears with 997 cc engine, 4 with 1198 cc engine. Overall ratios with 997 cc engine: 1st, 18.3:1, 2nd, 10.64:1, 3rd, 6.27:1, Top, 4.44:1. Reverse, 24.0:1. Floor gear change. Single dry plate clutch.

Rear Axle: Semi-floating. Hypoid final drive. Standard ratio 4.44:1.

Suspension: Front: Independent strut type, with anti-roll bar embodied. Rear: Asymmetrical semi-elliptic springs.

Brakes: Drum type. 8 in diameter. Total lining area 76.8 sq in (997 cc engine).

Steering: Recirculatory ball. Ratio 14:1. Turning circle 32 ft.

Wheels and Tyres. Pressed steel with wide base rims. Tyres, 5.60-13, 6-ply tubeless.

Battery: 12 v 38 amp hr at 20 hr rate. Compensated voltage control.

Body: All steel welded integral. Safety glass all round. Zone-toughened windscreen. Hinged front $\frac{1}{2}$ vents. Wind down door windows. Exterior lock on tail gate and driver's door. Separate front seats. PVC upholstery and head-lining. Glove locker, full width parcel tray. Luggage capacity 35.5 cu ft with rear seat folded, 15.25 with rear seat up. Spare wheel beneath trap door in floor.

General Equipment: Electric wipers. Self-cancelling flashers. Sun visor. Inferior and exterior rear view mirrors. Facia ashtray.

Extra for De Luxe: Additional ornamentation. Opening rear $\frac{1}{2}$ windows. Passenger sun visor. Combined courtesy and interior light. Linoleum rear floor. Lockable glove-box. Temperature gauge. Oil-pressure and main beam warning light. Screen washer. Heater and demister.

Instruments: Grouped in panel in front of driver. Speedometer, odometer, fuel gauge, ignition warning light. Direction indicator light.

Controls: Choke, wiper, key starter/ignition, instruments/side/headlamps. Hand operated dipper.

Optional Extras: White side-wall tyres on De Luxe. Two-tone paint. 1200 cc engine with all synchromesh gearbox and larger brakes. Curzon cloth.

FORD CHALLENGE



YOU JUDGE

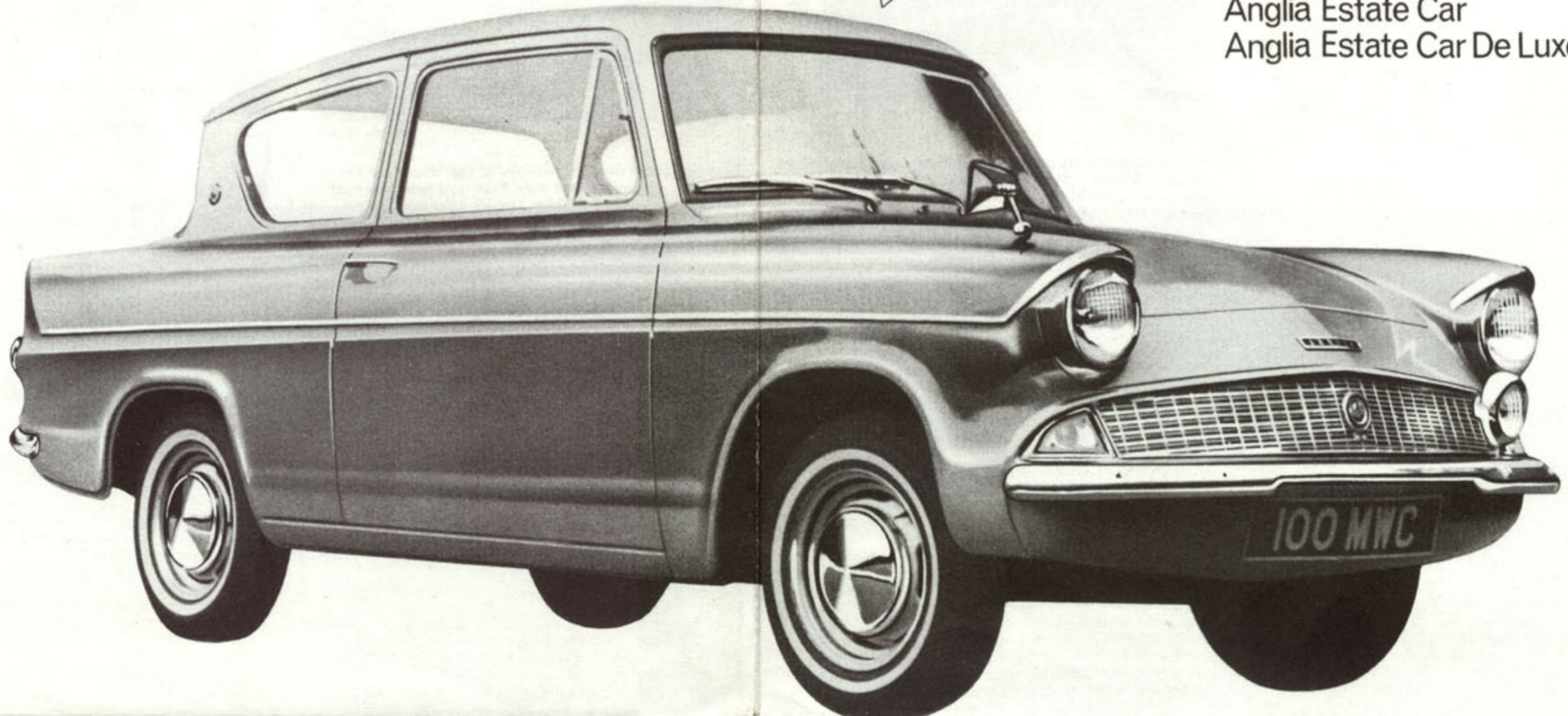


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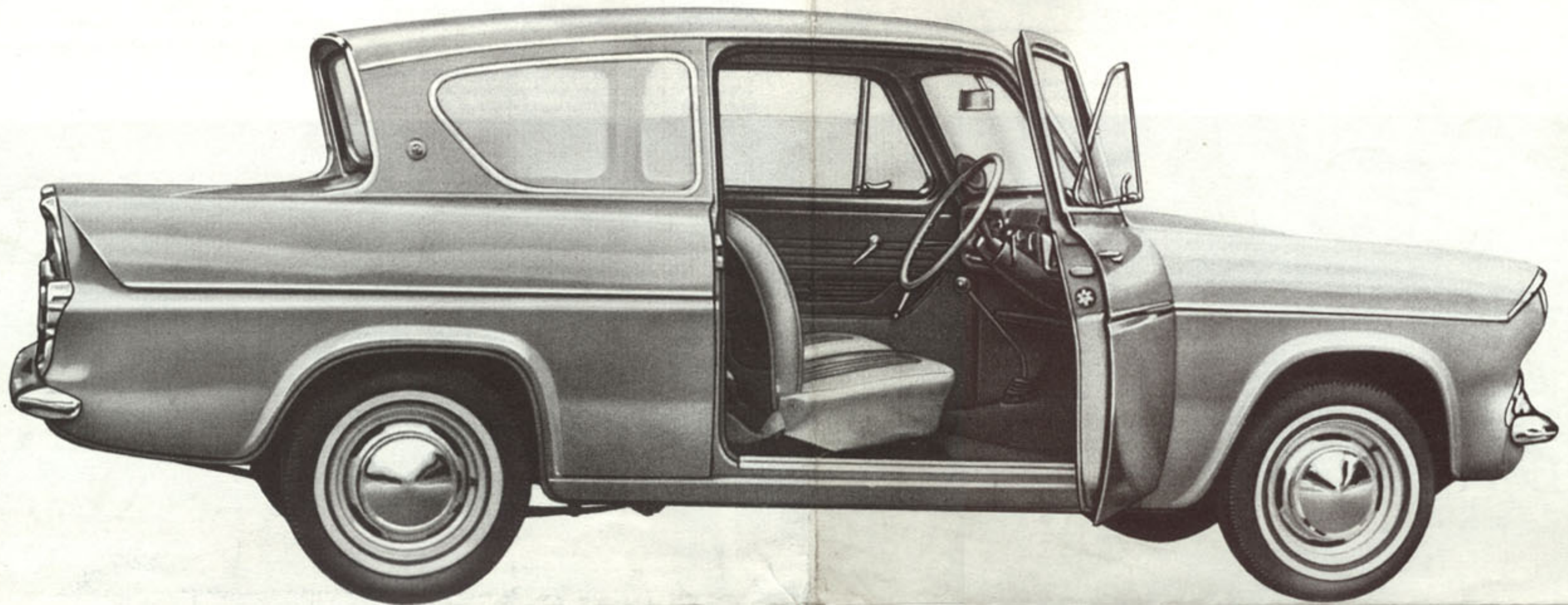
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Anglia Saloon
Anglia De Luxe Saloon
Anglia Super Saloon
Anglia Estate Car
Anglia Estate Car De Luxe



Anglia proved around the world





Anglia De Luxe

The light car that has made motoring history. The light car that has revolutionized family motoring. The light car that has gone from success to success and *proved* itself unbeatable in its class. The ANGLIA! . . . now refined even further for 1965.

An exciting departure from traditional design when it first appeared, the Anglia became Britain's fastest selling car within a matter of weeks. Today, it's still riding high—chosen by more people in recent years than any other comparable car. Is it surprising that Ford say "The Anglia's here to stay"?

It certainly is a stayer! Take a closer look and see for yourself the many good reasons why. In the first place, Anglia didn't follow fashion. It created it. No other car looks quite like the Anglia. It has a timeless appeal. Its styling is sleek, sophisticated, different, *dateless*.

And performance? If ever there was a stayer in the five star class it's Anglia! Acclaimed the world over by hundreds of thousands of motorists, the Anglia packs more performance and economy in its compact dimensions than any car in its class: unburstable short-stroke engine that cruises at 70 mph, lasts 100,000 miles or more; a thrifty 40 mpg touring consumption; sports-car roadholding with long tyre life. And as always with Ford, favourable insurance and HP rates, *plus* the security of famous Ford lowest-cost, fixed-price servicing wherever you go.

Re-sale value? You get the best of everything with Ford. Anglia's here to stay. And because motorists know it, you can be sure that the proved and improved Anglia you buy now will command the highest prices in years to come. A wise investment, as any Anglia owner will tell you.

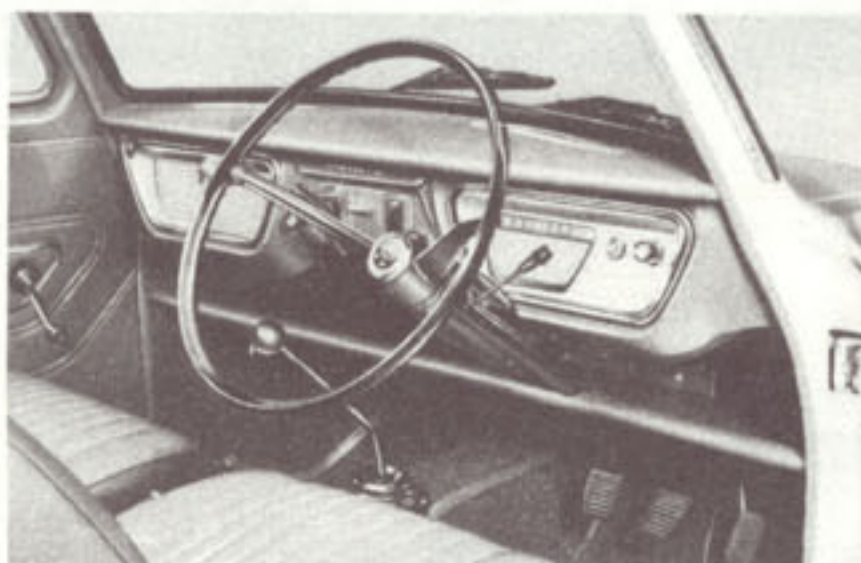
Anglia Standard and De Luxe

Take to an Anglia and you'll find that it can take any task you set it in its stride. Here's the car that's right for every occasion: Saturday shopping, trips, theatre night-outs, to the office each day, on local errands, around the town or country, away for weekend-drives, or on long Continental holidays. The Anglia suits your every mood and carries out its tasks in superlative style.

Try it and see! Slip inside and get the feel of the wheel. It's easy, thanks to wide opening doors and tip-forward seats for your passengers. See how much room there is. Far more than in similarly priced cars. Buckets of space back and front. Ample elbow room. And the famous raked-back rear window gives your rear seat passengers top-hat headroom. Not only that, it keeps

the glass safely clear of rain or snow and allows a larger boot lid to assist easier stacking. Personal comfort has always been a top feature with Fords. Check Anglia's front seats and see how comfortable they are—lavishly padded and scientifically shaped for maximum comfort combined with the ideal driving position. And for 1965, a new hard wearing trim material, in new colours, skilfully keyed to the interior metal colour. Note, too, the logical grouping of the controls—everything planned for utmost convenience with essential controls ready to hand. Beneath the facia, a useful parcel shelf runs full width and a lockable glove-box safeguards valuable smaller items. Another refinement for 1965—windscreen washers and heater/demister are fitted as standard equipment.

A special option on De Luxe models that will attract many customers is the new choice of features that were formerly only fitted to the Super model. More luxurious seats, extra deep pile carpeting, crash pads and door trim pads as on the Super, and the Anglia Super's pillar mounted assist straps.



Optional Super Trim

Now look at the Anglia from the strictly practical point of view. A boot that gives you 11½ cu ft of stacking space will certainly cope with all the holiday luggage you could wish to take. Yet in spite of its all-round spaciousness inside the Anglia is a wonder of compactness when it comes to parking—only 12 ft 9¼ in long, 4 ft 9½ in wide, it can be inched into spaces hardly longer than itself. The Anglia is the most *sensible* light car you've ever driven.

And what fun it is to drive! Take it out on the open road and put it through its paces. You'll be amazed. Swiftly, smoothly the rugged short-stroke Anglia engine carried you past the 50 mph mark, past 60, past 70—and you're still cruising! Thanks to a very high top gear and an unburstable engine you enjoy the quietness and luxury of a big car at high speeds, yet at only half big car fuel costs. Developing 41 bhp Anglia's 997 cc engine is a world-beater. It took the Anglia to success on some of the world's toughest rallies, in some of the world's worst climates. It has shown its stamina and superiority time and time again on Kenya's African Safari Rally, probably the most gruelling of them all. And in the extremes of Canada's Winter Rally it has beaten all opposition to become outright winner. By any standards, at any price, this is *reliability* that few cars in the world today can match. Bigger brother to the 997 cc engine is the 1200 cc unit, optional on the De Luxe model. Developing 13 bhp more, it zips up Anglia's performance into the sports-car class. Perfect partner to this racy unit, a silky-smooth 4-speed all-synchromesh gearbox rated the finest ever fitted to a car of this class.

Anglia Super

Why have so many motorists who once would have driven only a large car turned instead to the Anglia Super? The reason's not far to find. For here is a car that meets the demands of the motorist who wants something extra, who in the past used to pay a lot extra for it. But not since the introduction of the Anglia Super! The super performance, super luxury and superb styling demanded by the more fastidious motorist are all built into the Anglia Super. And at a price that makes economic sense!



Anglia 'Super'

Distinguishing external features of the Super are the sparkling chrome-etched side flash and two-tone roof and bright metal wheel trim. Inside, all is luxury and everything that spells good living. The seats are lavishly cushioned for armchair comfort and expensively upholstered in a new Knit-weave material. The facia is well padded for extra safety. Armrests are fitted all round. Deep-pile carpets give a feeling of richness underfoot. The quality of trim reaches a standard that once belonged exclusively to cars costing hundreds more. Look into the Anglia Super; sit in it and sense the luxury that surrounds you. The most sumptuous light car in the world—at a price *everyone* can afford!

The Anglia Super has performance to match its name, too. Its 4 cylinder 1200 cc engine develops 54 bhp, making motorway speeds around the 80 mph mark an everyday matter. Teamed with this lively unit is a superb 4-speed all-synchromesh gearbox. And with a total weight of only 15½ cwt, the exceptionally good power-to-weight ratio means mile after mile of more economical motoring.

Anglia Estate Cars

For the growing family, for people on the go—Anglia Estate car. For the man who wants economy, saloon car comfort, the luggage capacity of a luxury limousine—Anglia Estate car. For the business motorist who wants sleek, go-anywhere styling *plus* the versatility and carrying power of a rugged commercial vehicle—for all of these people and many more like them, 1965 has

nothing to touch the hard-working, big-hearted Anglia Estate car!

With the Anglia Estate you get many cars in one. A family car. A business car. A town car. A country car. A car so versatile that it's right for every occasion, can cope with any task you set it.

It's a car that fashion-conscious women fall for on sight. They love its sleek, up-to-the-minute lines, lithe silhouette, and impeccable finish. It's a car that down-to-earth men go for. They like its excellent performance, outstanding economy, and ability to carry large loads and double up as a smart about-town car. And *everyone* appreciates the Anglia Estate's saloon-car comfort, luxurious trim, extra-roomy interior, and the smoothest, quietest ride imaginable.

Of all Estate cars, the Anglia is one of the most *practical* ever built. It was planned for the motorist who needs a car that is not merely versatile but outstandingly economical and totally trustworthy. Based on its saloon-car counterpart, with all its fine features and exciting performance, the Anglia Estate has more than fulfilled the hopes of its designers. Like the Anglia saloon, it has gone from success to success. Year after year it has been bought by ever-increasing numbers of motorists. Why? Because it is tough and rugged. Because of its low initial cost, low running costs, low depreciation rate. Because it is a van, a sophisticated saloon, a business investment, a family friend, all rolled into one.

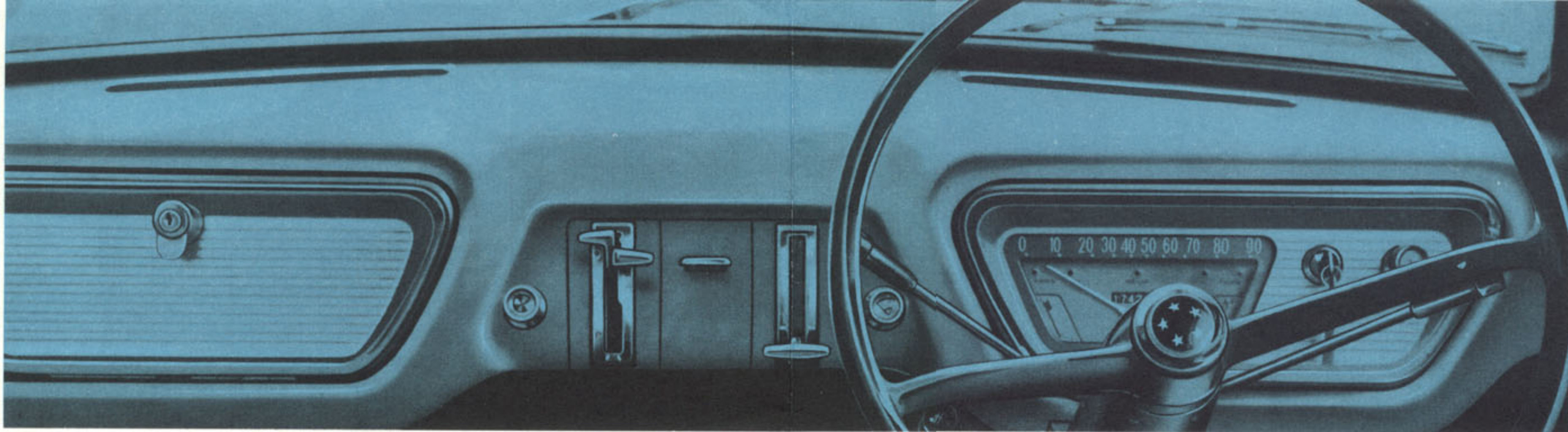


Anglia Estate

The capacity of the Anglia Estate car is enormous. With the back seat in position it is a full four-seater. Behind the back seat: 15.25 cu ft of rear load space—spare wheel goes under the floor. With back seat folded down, load space increases to an almost unbelievable 35½ cu ft! 4 ft 6 in long! And completely flat too. The floor is covered with tough linoleum, protected by metal running strips. Side panel and roof trim is in washable, hard-wearing PVC.

Anglia Estate: one of today's great driving experiences. Instruments neatly grouped in front of the driver. Controls pictorially identified. The Anglia Estate car runs silently at high speeds, steadily when cornering. Steering is light and positive. Suspension system has been tested for thousands of miles on roads that would shake lesser cars to pieces. And the more you load it, the higher the loading of the rear driving wheels and the greater the traction. Upward-swinging, counter-balanced tail gate makes loading easier too, gives shelter when it's raining. New features for 1965: windshield washers and heater/demister now fitted as standard equipment.

997 cc engine is standard, 1200 cc engine available on the De Luxe Anglia Estate car at extra cost.



Anglia De Luxe Facia

Anglia Saloon, De Luxe Saloon, Super Saloon

Engine: Bore 3.187 in (80.96 mm). Stroke 1.906 in (48.4 mm). Capacity 60.84 cu in (997 cc). Compression ratio 8.9:1. BHP 41 at 5000 rpm (gross). Torque 55.5 lb ft at 2700 rpm (gross). 4-cyl. 1200 cc engine De Luxe optional extra. 4-cyl. Bore 3.1878 in. (80.97 mm). Stroke 2.29 in (58.17 mm). Capacity 73.11 cu in (1198 cc). Compression ratio 9.1:1. BHP 54 at 5000 rpm (gross). Torque 69 lb ft at 2700 rpm (gross).

Lubrication: Full-flow filter. Capacity of system, 4½ pints.

Fuel System: Mechanical diaphragm pump. Downdraught carburettor with accelerator pump. 7 gallon tank.

Transmission (With 997 cc engine): 4-speed, with synchromesh on 2nd, 3rd and top. Overall ratios: 1st, 18.300:1, 2nd, 10.648:1, 3rd, 6.275:1, Top, 4.44:1, Reverse, 24.015:1.

Transmission (With 1200 cc engine): 4-speed, all synchromesh. Overall ratios: 1st, 14.165:1, 2nd, 9.884:1, 3rd, 5.825:1, Top, 4.125:1, Reverse, 16.347:1.

Rear Axle: Semi-floating. Hypoid final drive. Standard ratio 4.44:1. Optional ratio 4.125:1.

Suspension: Front: Independent strut type, with anti-roll bar embodied. Rear: Asymmetrical semi-elliptic springs.

Brakes: Drum type. 8 in diameter. Total lining area, 76.8 sq in with 997 cc engine, 81.68 sq in with 1198 cc engine.

Steering: Recirculatory ball. Ratio 14:1. Turning circle, 32 ft.

Wheels and Tyres: Pressed steel with wide base rims. Tyres, 5.20-13, 4-ply tubeless.

Battery: 12 v 38 amp hr at 20 hr rate. Compensated voltage control.

Body: All steel welded integral. Zone-toughened windscreen. Safety glass all round. Hinged front ¼ vents. Wind down door windows. Exterior lock on boot lid and driver's door. Separate front seats. PVC upholstery and headlining. Glove locker. Full width parcel tray. Boot capacity 11.5 cu ft. Spare wheel located vertically at rear of boot.

General Equipment: Electric wipers. Self-cancelling flashers. Sun visor. Interior rear view mirror. Facia ashtray. Full-width bumpers.

Extra for De Luxe: Additional ornamentation. Full-width radiator grill. Opening rear ¼ windows. Passenger sun visor. Combined courtesy and interior light. 2 rear ashtrays. Coloured floor covering. Lockable-glove box. Temperature gauge. Oil-pressure and main beam warning light. Screen washer. Heater and demister.

Instruments: Grouped in panel in front of driver. Speedometer, odometer, fuel gauge, ignition warning light. Direction indicator lights.

Controls: Choke, wiper, key starter/ignition, instruments/side/headlamps. Hand-operated dipper and direction indicator.

Optional Extras: Two-tone body colour schemes and white side-wall tyres on De Luxe. 4.125 axle ratio. 1200 engine with all synchromesh gearbox. "Super" trim option package. Curzon cloth.

Engine: 4-cyl. Bore 3.1872 in (80.96 mm). Stroke 2.29 in (58.17 mm). Capacity 73.11 cu in (1198 cc). Compression ratio 9.1:1. BHP 54 at 5000 rpm (gross). Torque 69 lb ft at 2700 rpm (gross).

Lubrication: Full flow filter. Capacity of system, 4½ pints.

Fuel System: Mechanical diaphragm pump. Downdraught carburettor with accelerator pump. 7-gallon tank.

Transmission: 4-speed, all synchromesh. Floor shift. Overall ratios: 1st, 14.165:1, 2nd, 9.884:1, 3rd, 5.825:1, Top, 4.125:1, Reverse, 16.347:1.

Rear Axle: Semi-floating, hypoid final drive. Standard ratio 4.125:1. Optional ratio 4.44:1.

Suspension: Front: Independent strut type, with anti-roll bar embodied. Rear: Asymmetrical semi-elliptic springs.

Brakes: Drum type. 8 in diameter. Total lining area 81.68 sq in.

Steering: Recirculator ball. Ratio 14:1. Turning circle 32 ft.

Wheels and Tyres: Pressed steel with wide base rims. Tyres, 5.20-13, 4-ply tubeless.

Battery: 12 v 38 amp hr at 20 hr rate. Compensated voltage control.

Body: All steel welded integral. Press button door handles. Exterior lock on driver's door and boot lid. Specially shaped bucket front seats. Fitted carpet. Boot capacity 11½ cu ft. Spare wheel mounted vertically at rear of boot. Boot mat.

General Equipment: Electric wipers. Twin sun visors. Vanity mirror. One front, two rear ashtrays. Cigar lighter. Lockable glove-box. Full width parcel tray. Padded facia. Padded armrests. Combined assist straps and coathooks. Fresh air heater and demister. Screen washer.

Instruments: Grouped in panel in front of driver. Speedometer. Odometer. Fuel gauge. Warning lights. Temperature gauge.

Controls: Choke. Wiper/washer. Key ignition/starter switch. Hand dipper. Self-cancelling flasher.

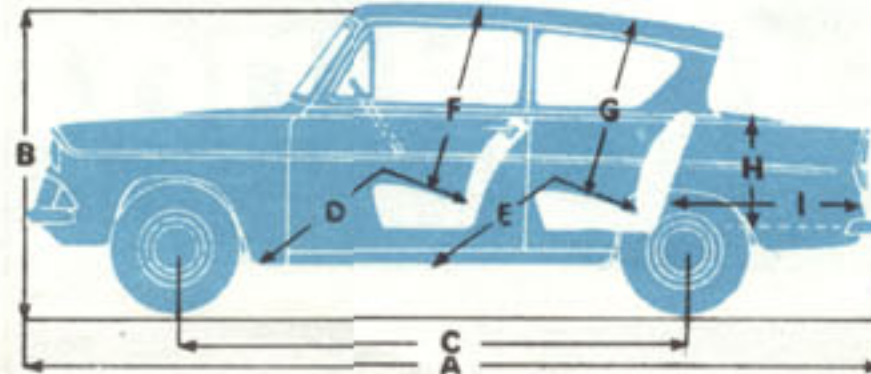
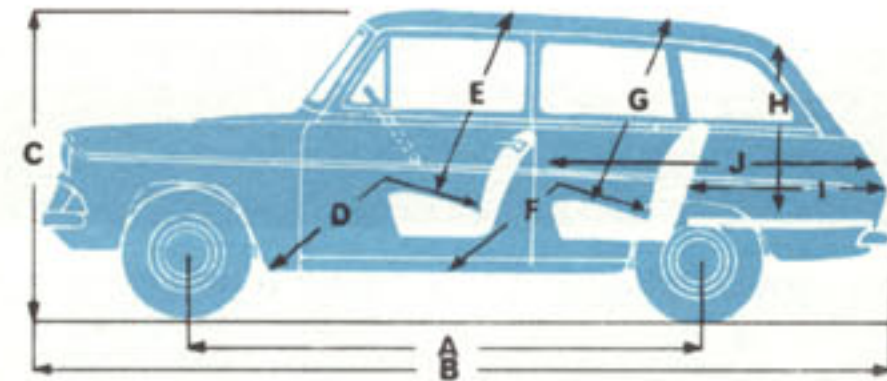
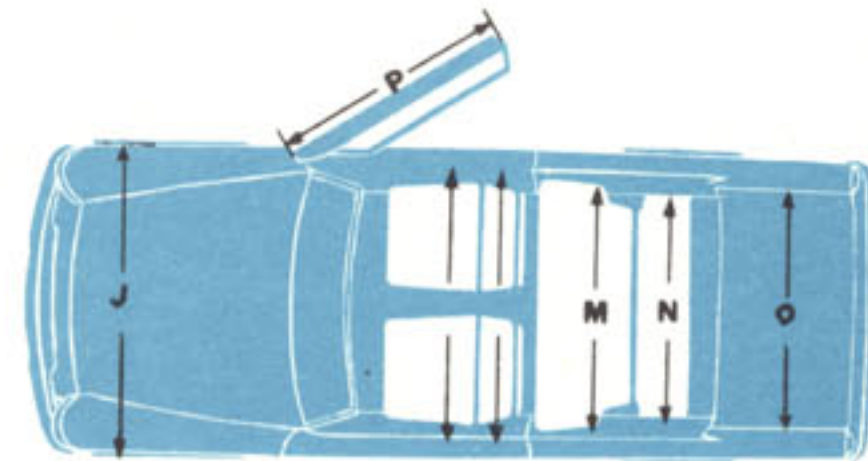
Optional Extra: White side-wall tyres. 4.44:1 axle ratio.

Saloon Measurements

A Length	12' 9½"
B Height (unladen)	4' 8½"
C Wheelbase	7' 6½"
D Leg Room, front	4' 4"
E Leg Room, rear	3' 2½"
F Head Room, front	3' 1½"
G Head Room, rear	3' 1"
H Boot, Height	1' 6½"
I Boot, Length	2' 6½"
J Width	4' 9½"
K Hip Room, front	4' 2½"
L Shoulder Room, front	3' 8½"
M Hip Room, rear	3' 7"
N Shoulder Room, rear	3' 7½"
O Boot, Width	4' 6"
P Door, Width	3' 4½"

Estate Car Measurements

A Wheelbase	7' 6½"
B Length	12' 10½"
C Height	4' 9½"
D Leg Room, front	3' 7½"
E Head Room, front	3' 2"
F Leg Room, rear	3' 3½"
G Head Room, rear	3' 1½"
H Vertical door opening	2' 6½"
I Load Length as four-seater	2' 10½"
J Load Length as two-seater	4' 6"
K Width	4' 9½"
L Hip Room, front	4' 2½"
M Shoulder Room, front	3' 8½"
N Hip Room, rear	4' 0"
O Shoulder Room, rear	3' 8"
P Roof, Width	2' 10½"
Q Floor, Width	4' 0"
R Horizontal door opening at floor level	3' 7½"



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