



Ford Anglia 105E/123E

Published: January 30, 2013

Author: Kim Henson

Online version: <https://www.wheels-alive.co.uk/ford-anglia-105e123e/>



Still looking fresh and smart today, the Anglia was much revered when first launched, and represented a new start in terms of small Fords.

Ford's highly successful small car of the late 1950s/1960s proved to be a much-loved family favourite, and if you buy an Anglia today, you will find that the car brings back happy memories for many people.

Ford Motor Company's product planning approach was radically revised in the 1950s, and the first model to benefit fully was the Anglia 105E, which was announced in October 1959. The newcomer was truly a revelation to the motoring press and public alike, compared with previous small Fords.



Until that time, all small Fords (including the 100E Anglias of the 1950s) had been fitted with pre-War type sidevalve engines and three speed gearboxes, and the basic 'perpendicular' Popular (103E) still had 1930s style bodywork. This car was inexpensive but in truth it was out of date in the 1950s, and the model was finally discontinued in 1959.

By welcome contrast for buyers, the stylish Anglia 105E was equipped with an entirely new, lively 'oversquare', overhead valve engine, driving the rear wheels through a smooth-changing four speed gearbox. It was immediately and unmistakably identifiable by its thoroughly modern styling, including under-stated rear fins, and of course its famous 'reverse rake' rear window.

Two door saloons in 'Standard' (basic) and Deluxe forms, vans and three door estates (with a top-hinged single-piece tailgate) were offered. The Standard saloons featured a much narrower front grille than Deluxe versions, and had a very basic specification.

From October 1962, Anglia buyers could opt for the new 123E 'Super' saloon version, featuring twin bright body side trims), and powered by a 1.2 litre engine (as also used in the Mark I Cortina 1200).

Anglias were produced until late 1967, eventually making way for the new Escort ('Mark I').

If you are contemplating the purchase of an Anglia, it's worth joining the Owners' Club before you go looking for a car; fellow members can offer helpful advice and you may find a suitable vehicle being offered for sale by within the Club.

The condition of the body structure is of far more importance than the mechanical state of the vehicle. Closely inspect the entire body shell, noting especially the state of the



A trademark feature of the Anglia saloon was



sills, floor pans and rear suspension mountings, the front bulkheads and the extremities of the front wings. Rust is often present around the headlamps and in the lower rear corners of the wings, but repair sections are available for these areas (and other known rust traps around the vehicle) to help rectify such damage.

its 'reverse rake' rear window. The car also incorporated pointed rear fins, so typical of late 1950s vehicles.

Mechanical problems can include worn engines (including piston ring/cylinder bore wear and damage, after around 60,000 miles), worn crankshafts and bearings (especially on higher mileage 1200cc units), and weak synchromesh and/or worn gearbox bearings.

Anglias have always been appreciated for their willing performance, reasonably spacious interior and large boot, within a compact overall package. They still represent sensible buys in the 21st Century, with affordable (but rising) asking prices and frugal fuel consumption being additional factors in their favour.

In most respects Anglias are easy to look after, and spares plus good advice are available from the enthusiastic Ford Anglia 105E Owners' Club (which caters for all versions).

Ford Anglia 105E Membership Secretary, 30, Langwith Road, Bolsover, Derbyshire, S44 6HQ.

The Club's website is: www.fordanglia105eownersclub.co.uk



Two tone paintwork suited the Anglia and made the car appear longer.



Most Anglia vans were worked to death, so survivors today are rare and much sought-after. Highly practical three door estates were produced too.



Anglia interiors were not luxurious, but were reasonably spacious, and could easily accommodate four adults. The dash was evocative of the era!



A dished steering wheel, with five 'stars' adorning its hub, greeted Anglia drivers. The speedometer was calibrated up to 80 mph, and also incorporated fuel and engine temperature gauges.



An overhead valve 997cc shirt-stroke engine powered the first Anglia (105E), and gave the cars respectable performance for their time.



Luggage space was impressive for a small car of the 1960s; it was wide, deep and long, albeit with some intrusion by the wheel arches.

PRICES

Saloons and estates:

Rough, £250. Good, £2,500. Top Notch, £5,000

Vans:

Rough, £500. Good, £4,000. Top Notch, £6,000+



Note:

Truly pristine examples (especially vans) are now extremely sought after and asking prices can exceed the 'guide' figures quoted above.

FACTS AND FIGURES

Built:

105E, 1959-67; 123E, 1962-67

Body types:

Two door saloon, three door estate, van, (plus rare 'specials' such as pick-ups and ice cream vans!)

Engine:

Overhead valve, in-line four cylinder.

997cc (105E): 39 bhp

1198cc (123E): To October 1964, 48.5 bhp; from October 1964, 50 bhp

0-60 mph:

997cc: 27 sec

1198cc: 22 sec

Top Speed:

997cc: 75 mph

1198cc: 82 mph

Typical Fuel consumption:

997cc: 35-42 mpg

1198cc: 32-38 mpg