



ELWOODS RALLY

Small saloon

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Think England, think the 1950's, think small car and think Ford. What do you see? May be a Ford 100E Anglia. It was a huge step from the previous Anglia and Prefect both in styling and technique. As someone said: New Ford models appear fairly infrequently, but when they do they usually create something of a motoring sensation.

In June 1962 the last Ford 100E rolled off the production line in Dagenham. It was the end of nearly nine years of production for the 100E. The model had been available in four body shapes, but only with one engine choice. The engine was the only link to the predecessor, the E493A Anglia and derives, with roots in the 1930's. The 100E engine was developed from the earlier E493A unit and featured adjustable tappets, a raising of the compression ratio by .7 to 7:1, larger inlet ports and an increase of 20% on horsepower to 36 hp.

The development on the 100E started in 1950 and prototypes were built and tested. The prototypes were put together at Briggs Motor Bodies Ltd, just a couple of blocks from Ford's factory. Briggs Motor Bodies also stamped the production body panels and welded them together into the integrally-constructed body. The all-welded bodies were then transported by lorry to the Ford factory for fitting of the mechanical components, electrical equipment, upholstery and other details to make the whole car. If the car was left hand drive it was called 101E.



The interior looked like this after October 1957.

The first 100E that rolled off the production line was a two-door saloon with 4-cylinder 1172 cc engine, 3-speed gearbox and rear wheel drive, called the 100E Anglia. One year later the four-door version was introduced, the 100E Prefect. The grille of the Anglia had three horizontal steel bars painted in aluminium, also the bumpers were finished in aluminium with a thin central strip in chrome. The name "Anglia" appeared on the top center of the rear bumper and also on the leading edge of the bonnet, which also had a long sweeping chrome ornamentation stretching towards the windscreen. The headlamp and position/indicator light bezels were formed from a single steel-sheet and painted in appropriate body color. The rear light cluster consisted of a single red plastic lens; which housed indicator, tail and stop lamps; and, below that, a circular reflector.

The car featured wind-up rubber-framed door windows, opening quarter-lights and a moulded rubber matting laid over soundproofing felt on the inside floor. The seats were finished in PVC leathercloth, but leather trim could be ordered, also recirculatory heater was an extra option. The speedometer, fuel gauge, ammeter, oil pressure and main beam warning lights were housed in a semi-circular nacelle, made of bakelite and painted in the body color.

The Prefect and Deluxe

The Prefect had a aluminium-painted steel grille with thin vertical bars, the bumpers were all-chromed, as were the headlamp bezels. The hood ornamentation was a aeroplane motif and instead of "Anglia" on the leading edge of the hood there was, of course, the name "Prefect". The rubber seals of the windscreen and the rear window incorporated a chrome strip. While the Anglia had one windscreen wiper and one inside sun visor the Prefect had two of each. All four doors on the Prefect had windows that could be wound down. One thing that the Prefect didn't have, but the Anglia had was tip-forward passenger seat to allow for easier access to the rear seat.



All hatches open on an Anglia 1958.

The first update on the 100E came in the end of 1954 when also the driver's seat was made tip-forward to further make entrance to the back seat easier. Two windscreen wipers, in chrome, were introduced also on the Anglia, other Prefect features were introduced on the Anglia, like surrounding chrome strips at the windscreen and rear window. Interior light was added, as accelerator footrest. The Prefect got a new boot handle. In the beginning of 1955 the brake drum diameter was increased from 7 inches (18 cm) to 8 inches (20 cm). In mid-1955 the first and second gear ratios were lowered to improve the performance of the gearbox.

In October 1955 Ford introduced the Anglia Deluxe and Prefect Deluxe. Deluxe basically means more chrome and strips on the body side. The basic Anglia and Prefect lost their chrome surrounded windscreen and rear window and the Deluxe versions got the chrome surrounding instead. The Deluxe versions also got the chromed headlamp bezels from the Prefect. Other features on the Deluxe models were better seating adjustment, outside rear view mirrors on the front wings, passenger sun visor for the Anglia, ashtrays and all chromed bumpers. All models, Deluxe and basic, got a new, semi-elliptical, flat instrument panel. New rear light cluster was also adopted: the indicator got an own lens below the circular reflector.

Big facelift

The biggest update, or facelift as we call it today, was done in 1957. To begin, in May 1957 the Prefect lost its aeroplane hood ornament which got replaced by a V-formation. Anglia got the same hood ornament. Also in May the gear ratio on the first gear was again lowered. In October 1957 all models got larger rear window which allowed full view of both rear quarters. The Anglia and Prefect badges were moved from the rear bumper to the bootlid. The bumpers got replaced by simpler ones, all in chrome. New rear light cluster, with larger lenses and a rectangular reflector, was adopted. The previous fabric headlining got replaced by a less fragile one in plastic. New

instrument panel with a more squarish instrument nacelle which was attached to the steering column.



*Anglia 1958, rear light cluster.
The round reflector is a Swedish addition.*

On the front fenders, near the door opening gap, triangular "Ford Motor Company" badges appeared. New style on the headlamp bezels were adopted for all models, the chromed ones on the Deluxe models disappeared, instead the Deluxe models featured a chrome insert in the bezel. The Anglia got its three bar grille replaced with a lighter cross-mesh pattern grille, finish in aluminum on the basic model and in chrome on the Deluxe model. The Deluxe models (both Anglia and Prefect) now featured a lockable glove compartment and wing rear view mirrors were no longer fitted on the Deluxe models.



The chromed grille on a Deluxe Anglia 1958.

The end

The 100E Anglia and Prefect were put out of production in September 1959, but the entry level 100E Popular had overlapped them by production start in August 1959. Just like the 103E Popular, which was based on the E493A Anglia, was introduced when the 100E took over the 100E Popular was introduced when the 105E took over. The Popular was available in both a basic and a Deluxe version. The basic version lacked many of the features that the basic Anglia and Prefect had like, oil

pressure warning light, opening quarter lights and passenger sun visor. The Deluxe version had all these and better upholstery. In June 1962 the last 100E was produced. The 100E was also available in a delivery van model, called 300E 5cwt Thames. Also available were the estate versions 100E Squire and 100E Escort, both were two-doored, but the Squire had the detailing from the Prefect, including the grille. The Escort was essentially an economy version of the Squire.

The model that took over the job from 100E was called 105E and was only available in a two-door version, called Anglia. The 105E was the car with the characteristic back sloping rear window. The 105E got an all new over head valve 4-cylinder engine with a displacement of 997cc. This new ohv engine and the new 4-speed gear box also found its way down in the 100E Prefect body shell and created the 107E Prefect that was a replacement for the old Prefect while Ford was developing a new four-door saloon.



Sources

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