
1968 Ford Anglia

Lot sold	USD 20 700 - 27 600 GBP 15 000 - 20 000 (listed)	Drive	RHD
Year of manufacture	1968	Condition	Used
Gearbox	Manual	Location	
Chassis number	BB22GJ48652	Fuel type	Petrol
Number of seats	2	Exterior colour	Other
Drivetrain	2wd	Car type	Other
Lot number	207	Engine number	450
		Exterior brand colour	Red

Description

Superbly prepared, FIA-compliant Anglia eligible for the CTCRC and HRDC TC63 series. Campaigned by the Maskell family, well known for their success in Superspeed Anglias. Purchased by our vendor in 2014. Subject to major expenditure. Full build spec available FIA Historic Technical Passports 2007 and 1964 (Model). Eligible for pre-65. Delightfully presented. Mechanically fresh and sure to be competitive in 2020. Offered here is a competition-prepared (Appendix 'K'), 1200cc, pre-crossflow 1968 Ford Anglia Super with its original and undamaged body and chassis. Over the last few years, almost everything has been refreshed including the engine, gearbox, cooling system and ignition. In 2007, the car was purchased by the Maskell family. Glen Maskell had enjoyed considerable success in a Superspeed Anglia in period and was prepared by them for circuit racing, going about it as they used to, fitting a larger capacity engine, short-shift gearbox and finishing the car in Superspeed Red. In their ownership for seven years, and competing in events like the Historic Masters, and the Spa 6 Hours driven by Andy Maskell, it was subsequently purchased by our vendor in 2014 who then recommissioned the car completely fitting a close-ratio gearbox, Weber carburation and fully prepared to the appropriate regulations allowing it to compete in CTCRC and the HRDC TC63 series. It has a steel crank, steel rods, JE pistons, gas-flowed head, Kent A6 cam, lightweight flywheel and is blueprinted and balanced, all with Dyno time only. It's fuelled from a 40-litre alloy tank through a Facet fuel pump to twin DCOE Webers on a gas flowed manifold and exhausted through an Ashley

exhaust with side-exit and quick release clamp. The gearbox is FIA-compliant, short ratio with a Helix 7.5" clutch, balanced prop shaft and LSD. An FIA-compliant disc brake conversion is fitted with new calipers, braided lines, master cylinder and pedal bias adjustment. Suspension is courtesy of MacPherson struts with a big anti-roll bar at the front and adjustable Armstrong lever-arm dampers, stiffened parabolic springs and (homologated) anti-tramp bars at the rear. The interior is superb and is fitted with a welded-in 6-point cage, Perspex windows, heated screen, FIA 'Lifeline' extinguisher, Sparco 2000 seat and TRS race harness. The car has an FIA Historic Technical Passport dating from 2007 and remains in FIA-spec (apart from the ignition and trailing arm suspension-original parts with the car). It also has an FIA passport relating to the model's original date of homologation in 1964, making it eligible for Pre-65 racing series. For those sufficiently ancient to remember the days of the Broadspeed Anglias pedalled by John Fitzpatrick, Peter Proctor, Chris Craft and Anita Taylor, these little cars will always be rather nostalgic but, make no mistake, this particular example is freshly prepared, potentially competitive and ready for 2020.

Silverstone Auctions Ltd

Title Mr

First name Guy

Last name Lees-Milne

Silverstone House

Kineton Road

Gaydon

Warwickshire

CV35 0EP

United Kingdom

Phone +44-01926691141

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