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You may be surprised initially to see that this UK built classic is a Ford but that is indeed the case. The Ford Anglia's were produced out of the UK and primarily sold outside of the US. However, a few models designated as NASS cars (North America Sales and Service) were built to be sold in North America. These cars came with a 3 hole grill and are very uncommon. You rarely see Anglia's and when you do they have often been imported from the UK and turned into dragsters. That is not the case here. This 1948 Anglia has never been cut on or raced. It is quite possibly one of the rarest in the country and many top level judges for NSRA and Goodguys have remarked that it is one of the most detailed builds they have ever seen. For 50 years the car belonged to a school teacher in Joshua, TX. It was then purchased in 1998 after which it underwent an extensive restoration that wasn't finalized until 2008. There were only 17,000 miles on the original chassis which is known to be a fact. The school teacher originally purchased the car new from a dealership in Fort Worth, TX and strictly used it as a fun driver to the local store and back home. In fact, the original owner cared for the car so much that she never drove it on busy streets and strictly cruised down the road in the right lane. She would straddle the shoulder throughout the drive insuring that no one else drove too close. This story was confirmed during the restoration when it was noted that only the left side of the car had tar residue under the fenders from the road. The right side was completely clean. The car is 100% all original steel and completely uncut except for the glass rear fenders. These fenders were added so a slightly wider tire could be put in the back without having to modify the steel. This is quite rare for an Anglia as most were chopped up to make room for big motors and slicks on the back. It is rust and bondo free throughout. At the start of the build the car was entirely deconstructed and dipped to remove all of the original paint. The frame was then boxed for extra rigidity. It is coated in slick PPG Concept Black paint which works well with the body lines and has a great shine. All of the exterior chrome and trim is in place and has a clean finish as well. 1.17 emblems are in place on the front grill and are something you rarely see in place.

Powering the car is a Kenny Bell 3.8 liter V6 that has been bored 20 over. Why not a 350 V8? Well there are multiple reasons for that, 1) it would be a shame to put such a common motor in such a unique car; 2) it is one of the only engines that would realistically fit without cutting on the firewall. Backing the motor is a B&M BOP375B automatic transmission which is basically a 350 housing with 400 components. This sends power back to the Currie custom Ford 9 inch rear end with Auburn 3.90 gears. Wilwood brakes are in place in rear and up front is the custom Fatman Mustang II front end with disc brakes and Rack and Pinion. Other drive train components include the T&D needle bearing rocker arm shafts, Edelbrock 4 barrel carb, comp cam, Weiand intake, Mallory ignition, Tilton starter, stainless exhaust, stainless gas tank, aluminum drive shaft, custom 2 row aluminum radiator and Mark Williams 28 spline axles. As if the car isn't unique enough already it was also constructed using either stainless or titanium bolts. These titanium fasteners are aircraft high sheer/high lock nuts and bolts from the B1/B2 program. The exhaust is also polished mill specification stainless tubing from the B2 program. Not unique enough for you yet? Well how about the switches in the interior panels which came from the Space Shuttle program? Or all the one of a kind billet mounts created by the builder? If you haven't realized it yet, **you aren't going to find another car like this.** The interior upholstery was done by Shawn Cook who is known across the US for his beautiful interiors. Check out <http://www.classicalgasmotors.com/cars/1489/1489.htm> for additional information!

It won't take long for this classic to find a new home, especially at only \$46,500.00!



For more info and/or pictures please contact me by e-mail at cris@classicalgasmotors.com or by phone at (682) 429-1010.