

BEDFORD UTILITIES

FOR FAST, ECONOMICAL DELIVERIES • • •



SPECIFICATIONS

of the 8 cwt. ASXC and 12-15 cwt. BXC Bedfords

NOTE: Unless otherwise stated specifications etc. apply to both capacity models.

Engine.—Six cylinders, with overhead valves; R.A.C. rating ASXC 14 h.p., developing 42 h.p. at 3,500 r.p.m.; BXC 26.3 h.p., developing 64 h.p. at 2,800 r.p.m.

Cylinders.—Cast en bloc integral with upper half of crankcase. Bore, ASXC 2.42", BXC 3 $\frac{1}{16}$ "; stroke ASXC 3.937", BXC 3 $\frac{3}{4}$ ".

Compression Ratio.—ASXC 6 $\frac{1}{2}$ to 1. BXC 5.6 to 1.

Crankshaft.—Four bearing high tensile steel drop forging. Statically and dynamically balanced.

Camshaft.—Four bearing, drop-forged heat-treated carbon steel.

Lubrication.—High pressure feed to main bearings, whence oil passes through drilled holes in crankshaft to big end bearings. Drilled passages in crankcase feed camshaft bearings and a supply of oil is taken from two intermediate camshaft bearings up to rocker gear. A crankcase ventilator is incorporated.

Carburettor.—Zenith down-draught type. Inter-connected choke with throttle controls, cam operated, ensuring correct mixture strength for easy starting. Vertical air cleaner, and silencer with flame arrester.

Fuel Supply.—A.C. fuel pump; fuel tank at rear, 9 gallons ASXC, 12 gallons BXC; petrol gauge on instrument panel.

Ignition.—Separate Unit type, with multiple fuse box.

Transmission.—Four-speed type, with synchro-mesh easy change mechanism for top and third speed engagement. Four speeds forward, one reverse, with quiet helical third speed gears. Gear box on ASXC fitted with combined filler plug and dip stick.

Clutch.—Dry single plate.

Cooling.—Harrison "V" type radiator with stone guard on ASXC; new type grille on BXC. Centrifugal impeller type water pump.

Prices, specifications and equipment subject to change without notice.

AN UNUSUAL OWNER SERVICE POLICY.—For 90 days, or 3,000 miles of operation, you are protected against defective workmanship or material under the terms of General Motors-Holden's Ltd. unusual Owner Service Policy. In addition, you are entitled to two thorough inspections and adjustments without charge.

Front Axle.—Drop-forged "I" beam section, reversed Elliott type.

Rear Axle.—Semi-floating one piece banjo type; pressed steel housing.

Ratios.—ASXC, top, 4.77 to 1; 3rd, 7.2; 2nd, 11.04; 1st, 18.74; reverse, 18.74. BXC, top, 4.11 to 1; 3rd, 6.17; 2nd, 9.2; 1st, 13.15; reverse, 13.85.

Brakes.—Bendix internal expanding type, front and rear—Two shoes in each wheel.

Wheels.—Large hub type, de luxe wire wheels.

Tyres.—ASXC, 5.00 x 17; BXC, 5.50 x 17.

Steering Gear.—ASXC, Vauxhall worm and sector type; BXC, worm and gear truck type.

Springs.—Four long semi-elliptic, special spring steel. Front springs: ASXC, 33" long x 1 $\frac{1}{2}$ " wide; rear springs 50" long x 1 $\frac{3}{4}$ " wide. BXC, 36" long x 1 $\frac{3}{4}$ " wide; rear springs 54" long x 1 $\frac{3}{4}$ " wide.

Frame.—Pressed steel channel of deep centre section. ASXC, maximum depth, 4". Minimum width of flange, 1 $\frac{1}{2}$ ". Thickness, $\frac{3}{16}$ ". BXC, maximum depth, 4 $\frac{3}{4}$ ". Minimum width of flange, 1 $\frac{3}{4}$ ". Thickness, $\frac{3}{16}$ ".

Equipment.—Includes complete instrument panel, indirectly lighted, composed of oil and petrol gauges; 8-day clock (ASXC); ammeter; ignition and charging switch; mixture control for starting; cubby hole at each end of panel (ASXC). Other features are high pressure fittings for manual lubrication; foot-operated head lamp dimmer switch on toe board; treadle type accelerator pedal; cowl ventilator; horn button on steering wheel hub; automatic windshield wiper; rear view mirror; and a full bar bumper at front (ASXC).

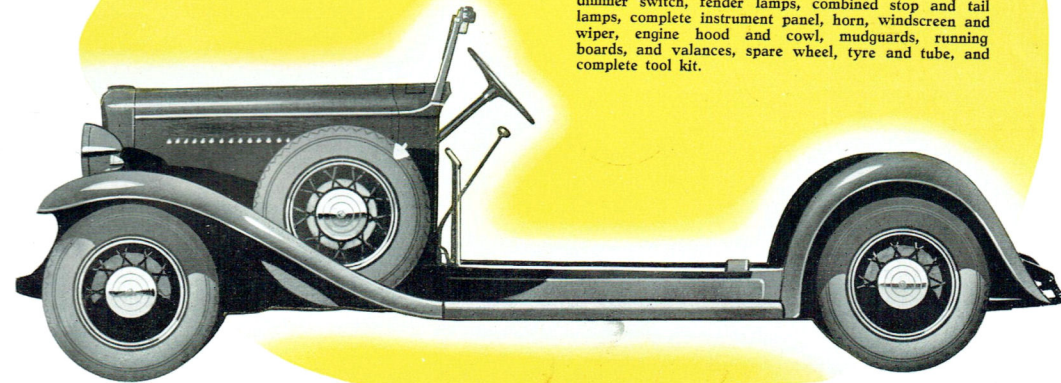
Wheelbase.—ASXC, 101"; BXC, 107".

SERVICE EVERYWHERE.—In addition to Bedford's unusual Owner Service Policy, there are throughout Australia hundreds of specialised Bedford dealers who have properly trained mechanics and special equipment for dependable and economical service of all Bedford models.

GENERAL MOTORS — HOLDEN'S LIMITED
BRISBANE . . . SYDNEY . . . MELBOURNE . . . ADELAIDE . . . PERTH

The 12-15-cwt. BEDFORD CHASSIS

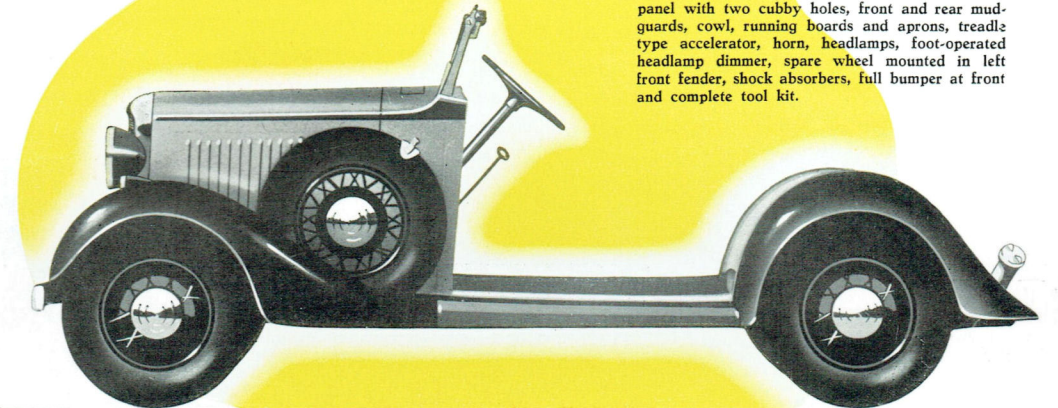
This rugged chassis has a margin of safety far beyond its rated 15 cwt. limit



THE CHASSIS: Deep side channels, sturdy cross members, special spring steel springs, banjo-type rear axle housing and 4-wheel semi-servo brakes, all demonstrate that Bedford has provided extra strength and safety at every vital point of this 107" W.B. chassis. Standard equipment includes: Separate unit starting and lighting, 4 circuit fuse box, two beam head lamps, foot operated dimmer switch, fender lamps, combined stop and tail lamps, complete instrument panel, horn, windscreen and wiper, engine hood and cowl, mudguards, running boards, and valances, spare wheel, tyre and tube, and complete tool kit.

The 8-cwt. BEDFORD CHASSIS

These new features turn improved performance into pounds more profit



THE CHASSIS: Of 101 in. wheelbase and having a remarkably small turning circle of 34 ft., the 8-cwt. Bedford is delightfully easy to handle in the heaviest city traffic. Standard equipment includes bonnet, windscreen and wiper, instrument panel with two cubby holes, front and rear mudguards, cowl, running boards and aprons, treadle type accelerator, horn, headlamps, foot-operated headlamp dimmer, spare wheel mounted in left front fender, shock absorbers, full bumper at front and complete tool kit.



SPECIFICATIONS of the 8 cwt. ASXC and 12-15 cwt. BXC Bedfords

NOTE: Unless otherwise stated specifications etc. apply to both capacity models.

Engine.—Six cylinders, with overhead valves; R.A.C. rating ASXC 14 h.p., developing 42 h.p. at 3,500 r.p.m.; BXC 26.3 h.p., developing 64 h.p. at 2,800 r.p.m.

Cylinders.—Cast in bloc integral with upper half of crankcase. Bore, ASXC 2.42", BXC 3 1/8"; stroke ASXC 3.937", BXC 3 1/4".

Compression Ratio.—ASXC 6 1/2 to 1. BXC 5.6 to 1.

Crankshaft.—Four bearing high tensile steel drop forging. Statically and dynamically balanced.

Camshaft.—Four bearing, drop-forged heat-treated carbon steel.

Lubrication.—High pressure feed to main bearings, whence oil passes through drilled holes in crankshaft to big end bearings. Drilled passages in crankcase feed camshaft bearings and a supply of oil is taken from two intermediate camshaft bearings up to rocker gear. A crankcase ventilator is incorporated.

Carburettor.—Zenith down-draught type. Inter-connected choke with throttle controls, cam operated, ensuring correct mixture strength for easy starting. Vertical air cleaner, and silencer with flame arrester.

Fuel Supply.—A.C. fuel pump; fuel tank at rear, 9 gallons ASXC, 12 gallons BXC; petrol gauge on instrument panel.

Ignition.—Separate Unit type, with multiple fuse box.

Transmission.—Four-speed type, with synchro-mesh easy change mechanism for top and third speed engagement. Four speeds forward, one reverse, with quiet helical third speed gears. Gear box on ASXC fitted with combined filler plug and dip stick.

Clutch.—Dry single plate.

Cooling.—Harrison "V" type radiator with stone guard on ASXC; new type grille on BXC. Centrifugal impeller type water pump.

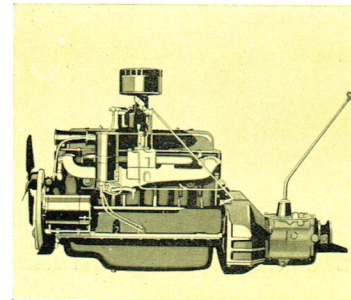
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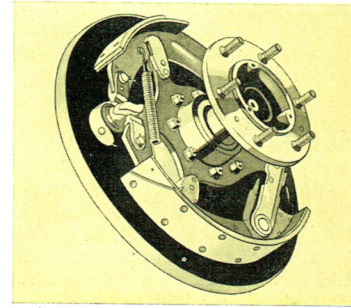
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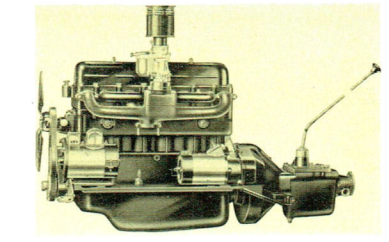
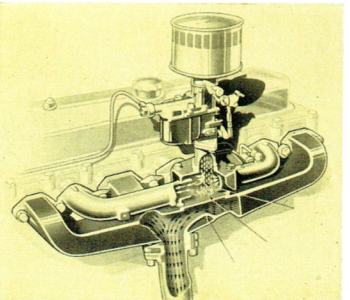
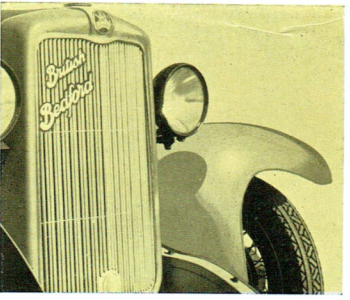
THE ENGINE: The valve-in-head 6 cylinder engine is of 26.3 h.p., and has been improved to give quieter, more reliable and more economical running. Full pressure lubrication is provided to all main, big end, camshaft and rocker arm bearings. The down-draught Zenith carburettor and Vernier Adjustment Ignition are two well proved Bedford economy features which mean fewer visits to the petrol pump.

BRAKES: The 12 1/2" diameter 4-wheel brakes are entirely enclosed, and are designed to give smooth, reliable and positive action at all times. The hand brake operates on all four wheels.



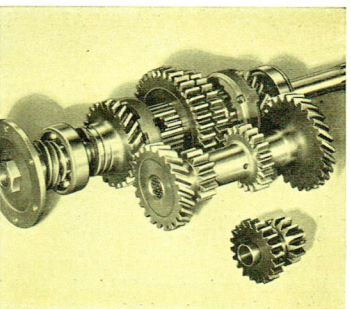
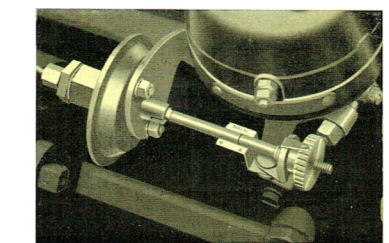
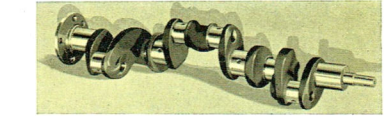
NEW RADIATOR: The imposing new radiator is in perfect accord with the stylish Holden body work. The radiator shell is complete with a handsome grille, as illustrated.

SPECIAL INDUCTION MANIFOLD: The illustration at right shows the section detail of another Bedford feature which gives snappy performance and reduces fuel consumption. The vaporisation of the gas from the carburettor is made more complete by being directed over a hot plate which is heated by the exhaust gases.



THE ENGINE: Acclaimed as the finest engine in the light delivery field, Bedford incorporates further refinements, the most important of which is the increase in compression ratio to 6.25 to 1. This one improvement alone will show more profit per trip in actual operation, for it permits the development of more power with an actual decrease in fuel consumption.

THE CRANKSHAFT: Proved successful over millions of miles of running, Bedford retains the four bearing crankshaft. Bearings are steel backed lined white metal. A vibration damper efficiently absorbs all torsional vibration, and ensures long and trouble-free service.



VERNIER ADJUSTMENT: This new refinement on the 8-cwt. Bedford allows a quick, reliable adjustment to be made to the ignition timing, so that the maximum in power and economy is obtained from any grade of fuel.

SYNCHRO-MESH: The gear box has four forward speeds with third gear as silent as top. Gear changing is rapid and quiet, and an automatic locking device prevents the gears from jumping out of mesh.

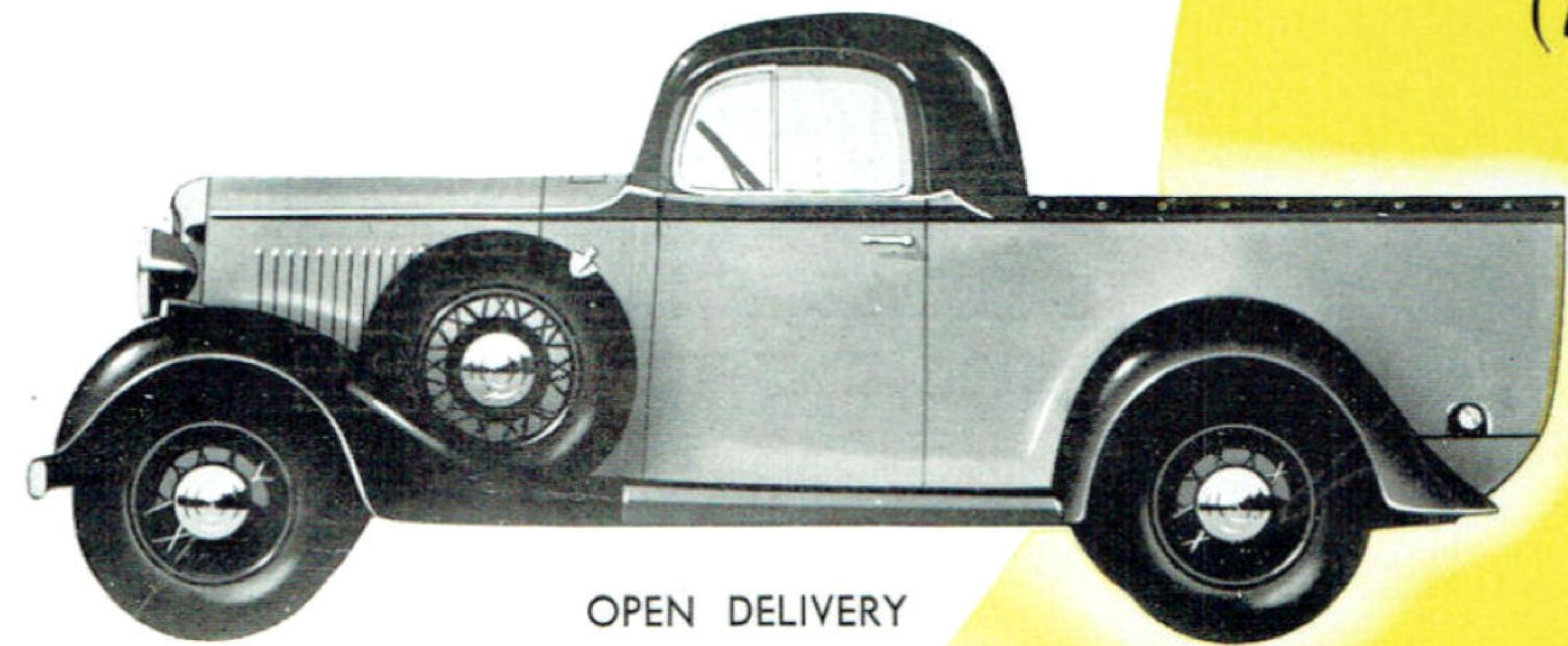
BRAKES: The Bendix Duo Servo Brakes are all enclosed. Reliable mechanical action is transmitted equally to all four wheels through enclosed cables. The hand brake acts on all four wheels.

THE BEDFORD OWNER SERVICE POLICY PROTECTS YOUR INVESTMENT

AUTHORISED BEDFORD SERVICE IS AVAILABLE ALL OVER AUSTRALIA

THE 8 CWT. RANGE...

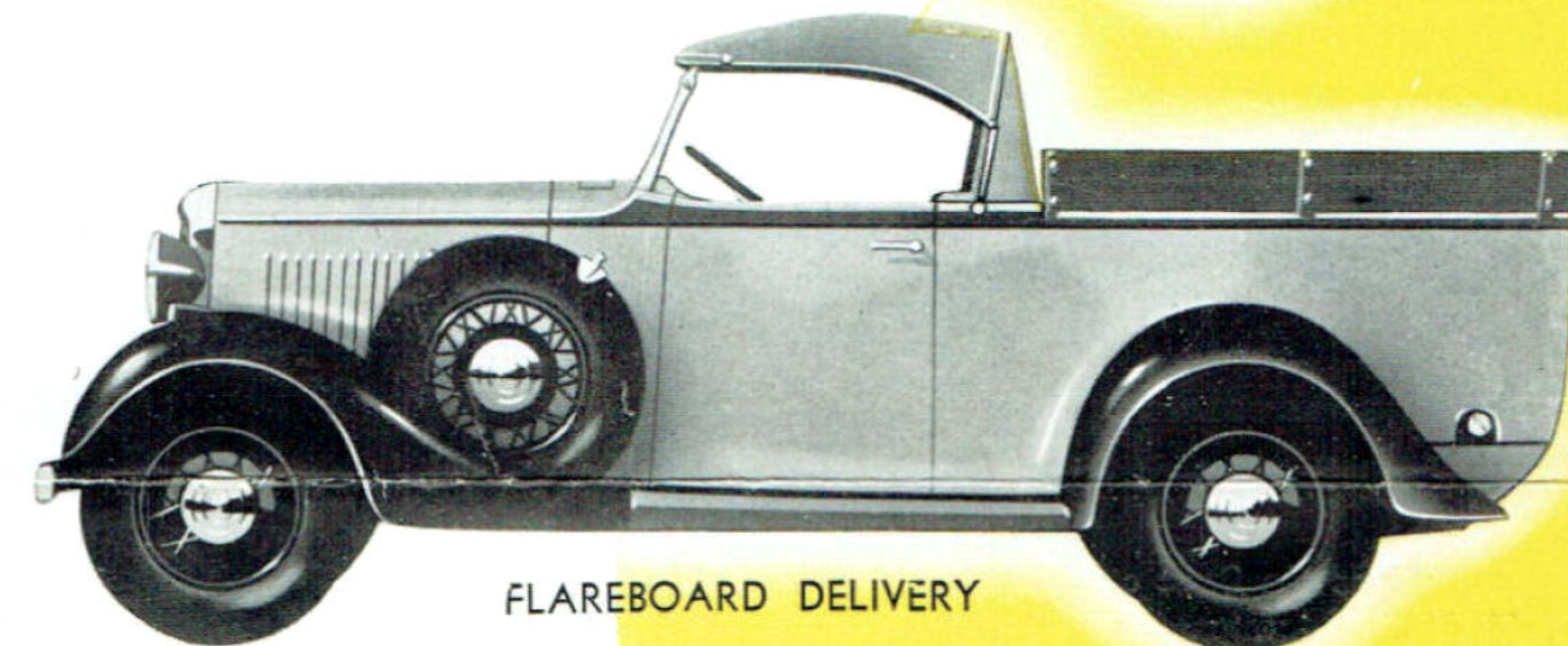
(ASXC)



OPEN DELIVERY



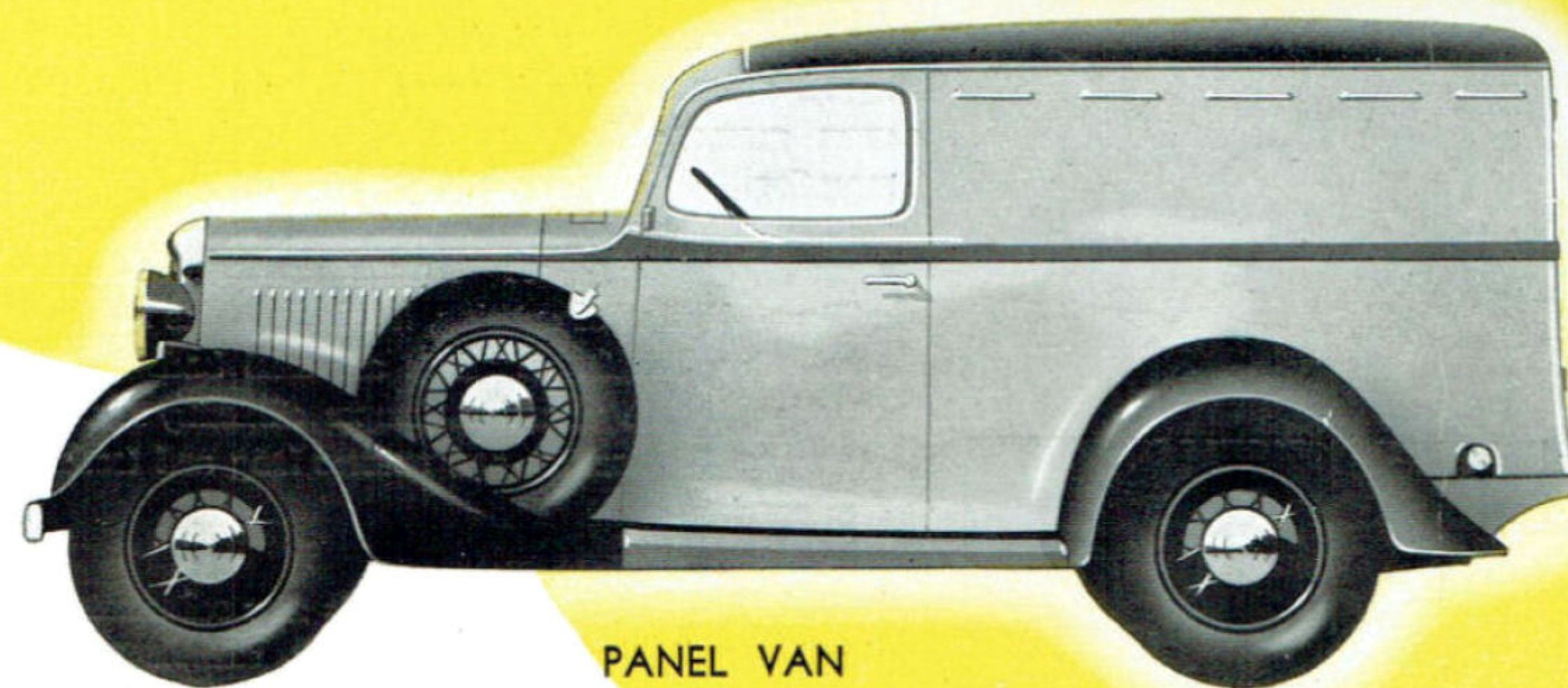
WELLSIDE DELIVERY



FLAREBOARD DELIVERY



CLOSED DELIVERY



PANEL VAN

ASXC OPEN DELIVERY.

Roadster Front No. 616. Coupe Front No. 606
Floor dimensions are 61½ in. long, 43 in. wide and 20 in. high. Top has a weatherproof snug fitting cover fitted all around with easily operated clips. The smart, fleet lines of this popular model make it a most versatile delivery suitable for many classes of transport.

ASXC Flareboard Delivery.

Roadster Front No. 617. Coupe Front No. 607
Loading space measures 61½ in. long, 43 in. wide by 20 in. high, with flare-board giving increased body height. This body is in popular demand all over Australia, where bulky goods must be quickly and economically transported.

ASXC PANEL VAN 628. Handsome and stylish in design the Bedford Van reflects the streamlined trend of the most modern cars. The interior dimensions are 63 in. long, 50½ in. wide and 43½ in. high. Side ventilators ensure adequate air circulation inside, whilst double-hinged, locking doors at the rear provide ready accessibility.

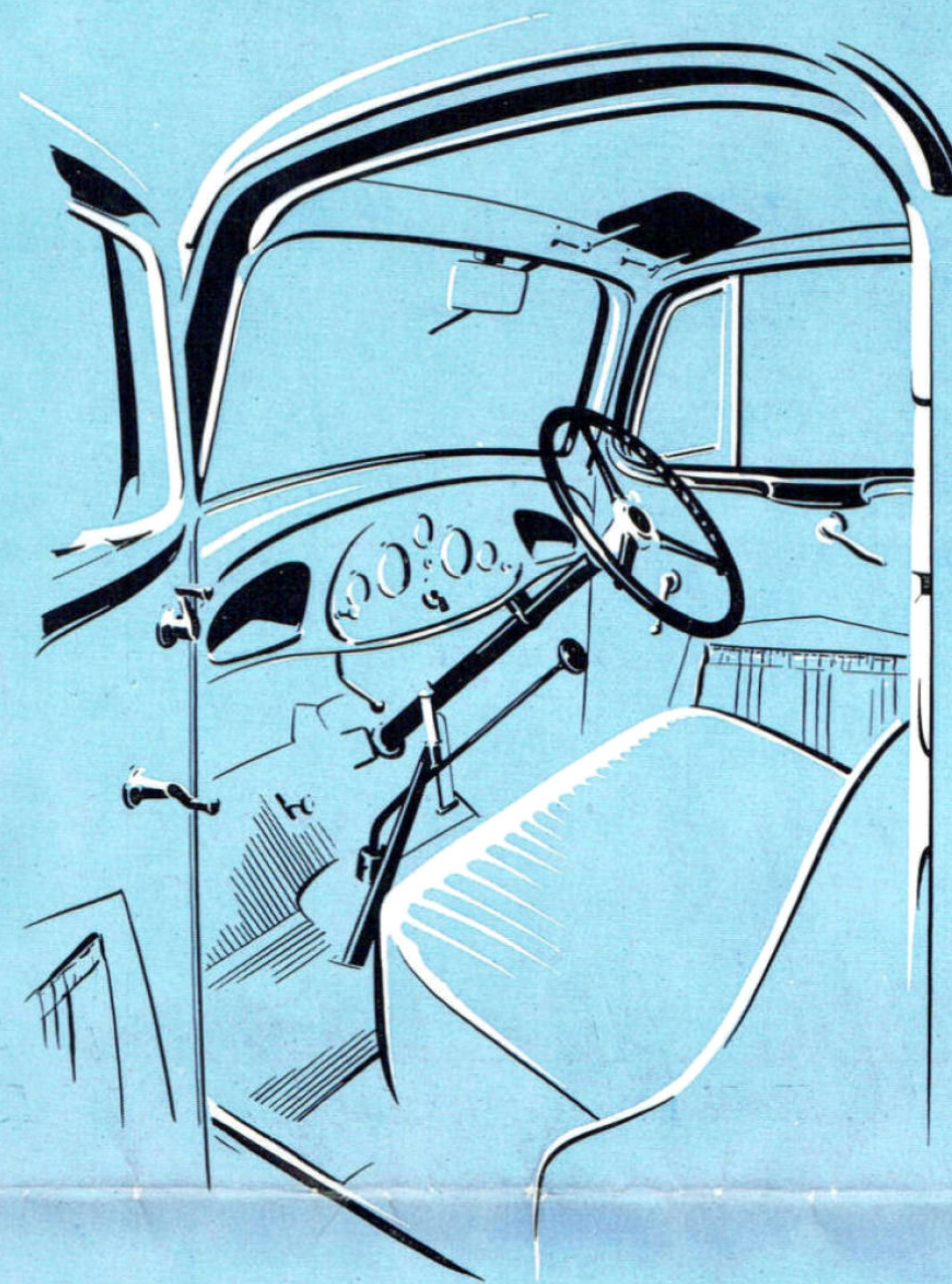
EACH OF THE FOUR DELIVERIES SHOWN ABOVE CAN BE SUPPLIED WITH ROADSTER OR COUPE TYPE FRONTS.

ASXC WELLSIDE DELIVERY.

Roadster Front No. 618. Coupe Front No. 608
Floor space measures 61 in. long by 38½ in. wide (between the wells) by 18½ in. high. The well-sides give additional space at the top, increasing the overall width to 60½ in. Pipes and other elongated goods may be conveniently carried, whilst the double-drop tail gate makes rear loading easy.

ASXC CLOSED DELIVERY.

Roadster Front No. 615. Coupe Front No. 605
Floor dimensions are 61½ in. long, 43 in. wide and 24½ in. high. An ideal delivery for those whose business demands protection for perishable goods. Interior is easily fitted with racks, trays, or any special fittings. Extra loading space is provided on the railed top deck.



8 CWT. ASXC COUPE FRONT

The driver of a Bedford Delivery with coupe front enjoys all the comfort and convenience of a modern closed car.

Sedan type doors with winding windows and no-draught ventilation . . . full vision windscreen with wiper . . . rear vision mirror . . . deep restful seat with leather upholstery . . . cubby holes at each end of dash for order books . . . complete panel of instruments, including speedometer, ammeter, oil pressure gauge, petrol gauge, eight-day clock, ignition and charging switch, and choke—these and many other refinements are standard equipment on ASXC.

The coupe front can be supplied on any of the deliveries on both 8 cwt. and 12-15 cwt. ranges.

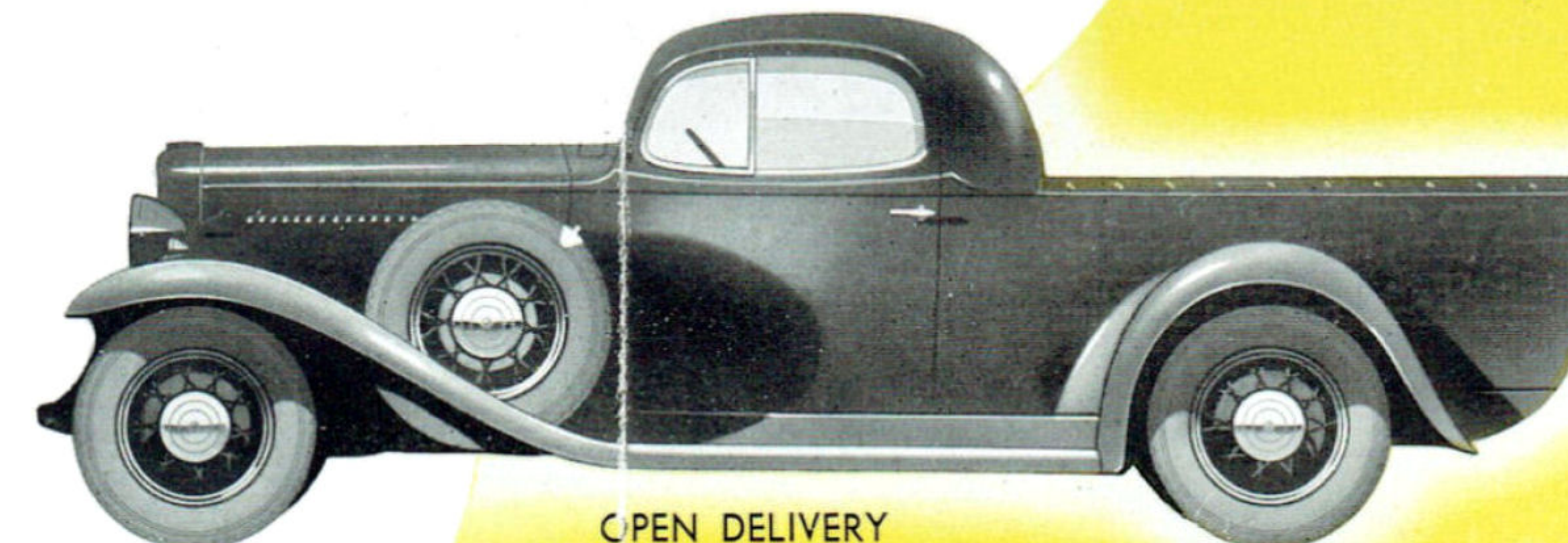
G.M.A.C. TERMS

All buyers of Bedford deliveries have the services of the huge General Motors Acceptance Corporation at their disposal. As the largest time financing institution in the world, G.M.A.C. offers a plan of extended payments which enables a truck to pay for itself on the job. Because of reasonable terms and low interest charges, many fleet-owners have found that extra deliveries can be put into operation without an excessive cash outlay.

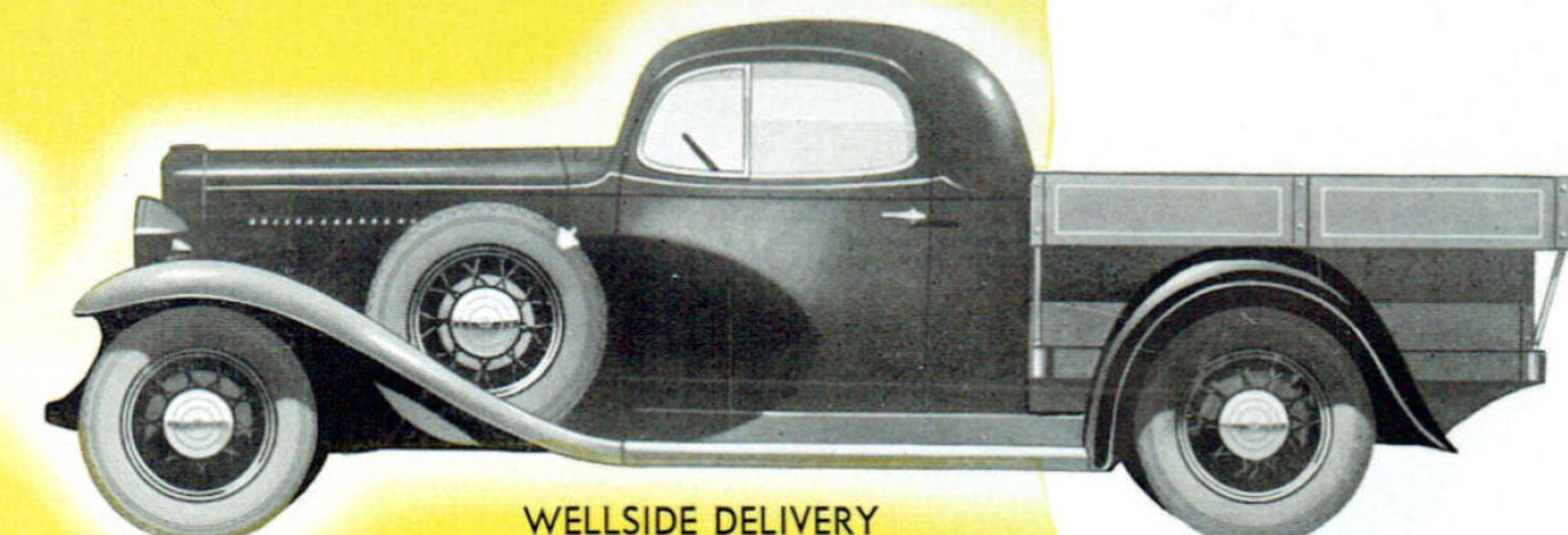
Your Bedford dealer will gladly give you full particulars.

THE 12-15 CWT. RANGE

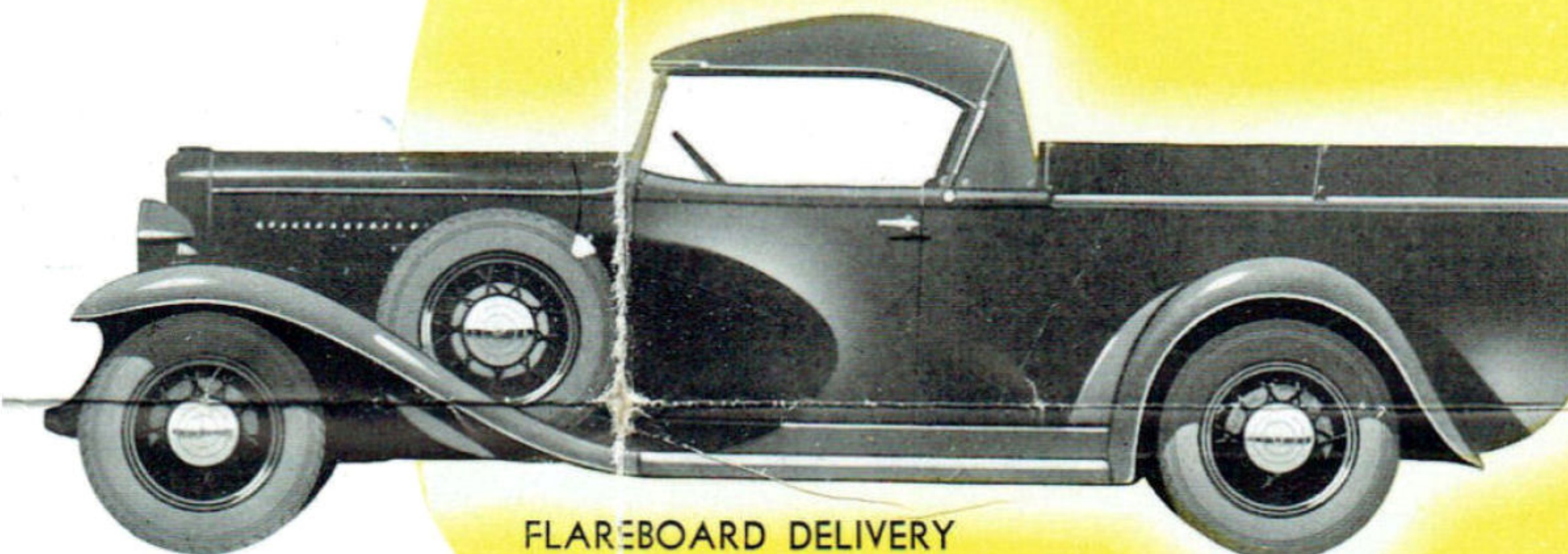
(BXC)



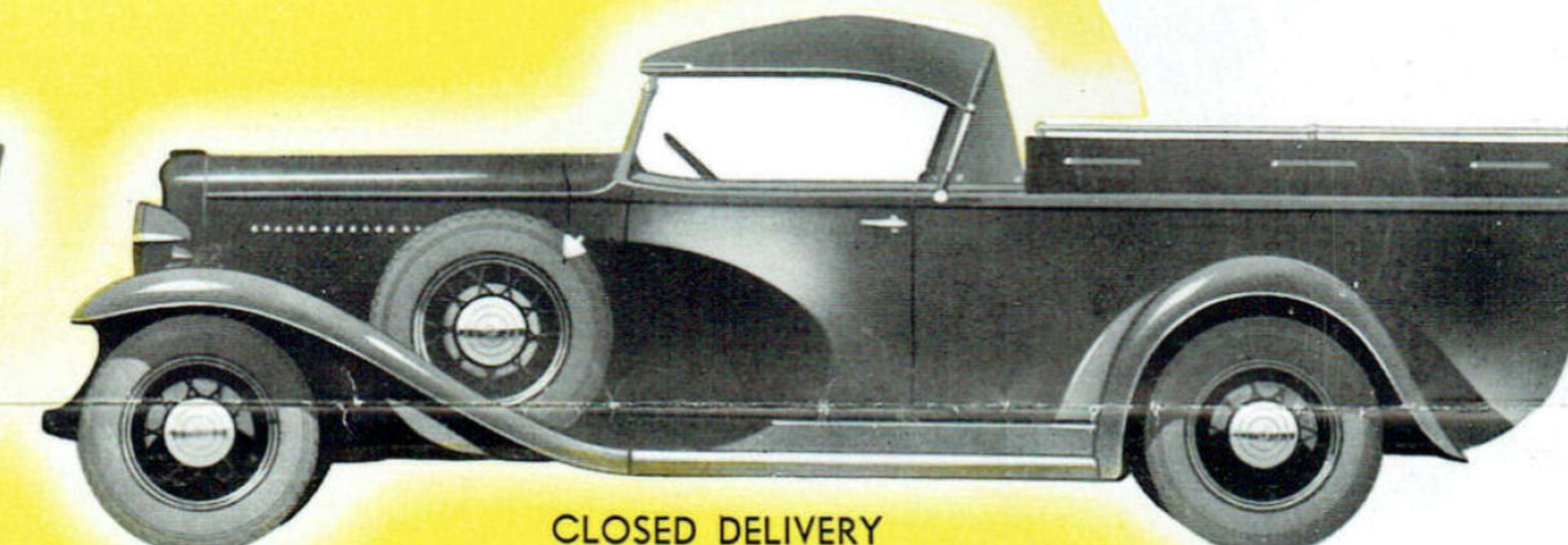
OPEN DELIVERY



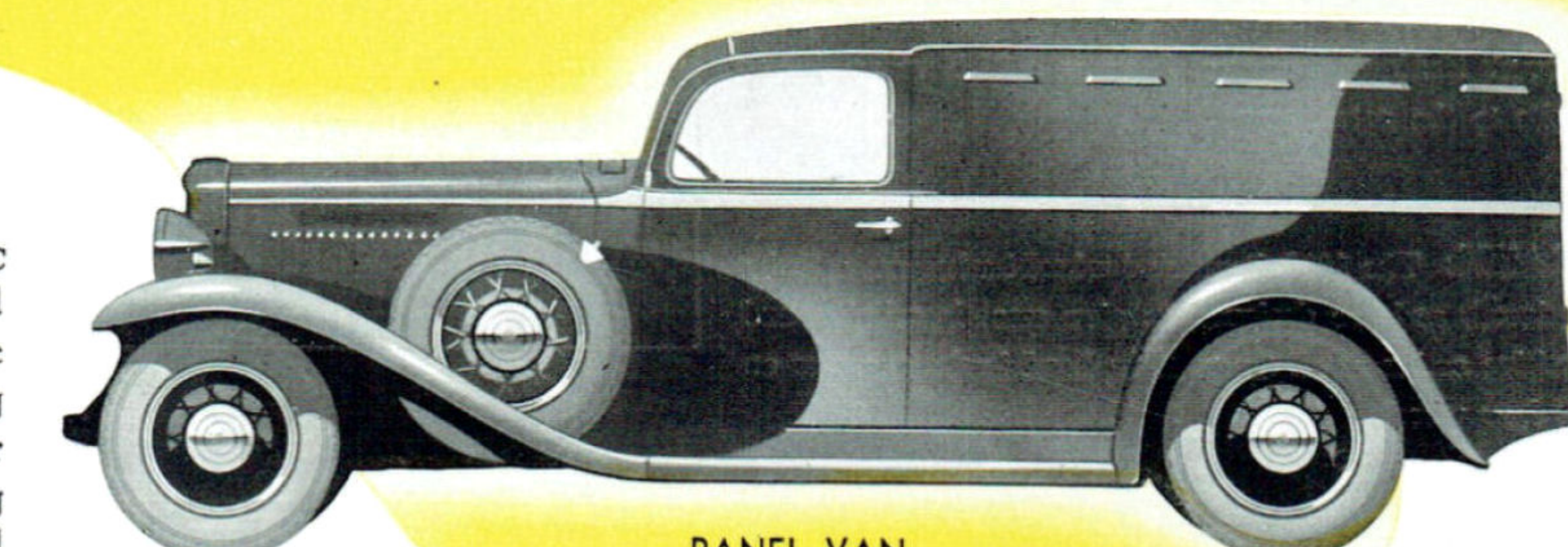
WELLSIDE DELIVERY



FLAREBOARD DELIVERY



CLOSED DELIVERY



PANEL VAN

BXC OPEN DELIVERY.

Roadster Front No. 2906 Coupe Front 2906C
Here is a model that is frequently used more like a truck than a delivery. The strongly built Holden body takes a big load and stands up amazingly to wear and tear. Dimensions of the loading space are 67½ in. long, 46½ in. wide and 18½ in. high. Complete with weather-proof top cover.

BXC FLAREBOARD DELIVERY.

Roadster Front No. 2907 Coupe Front 2907C
Especially suitable for farm and station work or other businesses where the extra loading height of the flare boards permits the easy handling of varying types of load. With the load space measuring 67½ in. long, 46½ in. wide and 24½ in. high, this delivery can take 12 10-gallon milk cans.

BXC PANEL VAN 2928. Confectioners, dry cleaners, bakers, laundries—any business that demands a totally enclosed, well-ventilated body of distinctive appearance will find the answer to their delivery problem in the 12-15 cwt. Panel Van. Interior measurements are: 67½ in. long, 48 in. wide and 43½ in. high. Double rear doors with lock are standard, whilst interior fittings of any special design are easily installed.

EACH OF THE FOUR DELIVERIES SHOWN ABOVE CAN BE SUPPLIED WITH ROADSTER OR COUPE TYPE FRONTS.

BXC WELLSIDE DELIVERY.

Roadster Front No. 2908 Coupe Front 2908C
Another general purpose utility with a body particularly suitable for plumbers, and others who carry ladders, long pipes, etc., which fit conveniently along the side wells. Dimensions are: 70 in. long, 44½ in. wide between wells, 66½ in. wide across wells, and 18½ in. high. Double drop tail gate is standard.

BXC CLOSED DELIVERY.

Roadster Front No. 2905 Coupe Front 2905C
Ideally designed for the busy retailer in city or country, the Closed Delivery can be economically equipped with interior fittings of any special sort to suit each particular business. It has a railed top deck for extra loading space, whilst interior dimensions are: Length 67½ in., width 46½ inches and height 24½ inches.