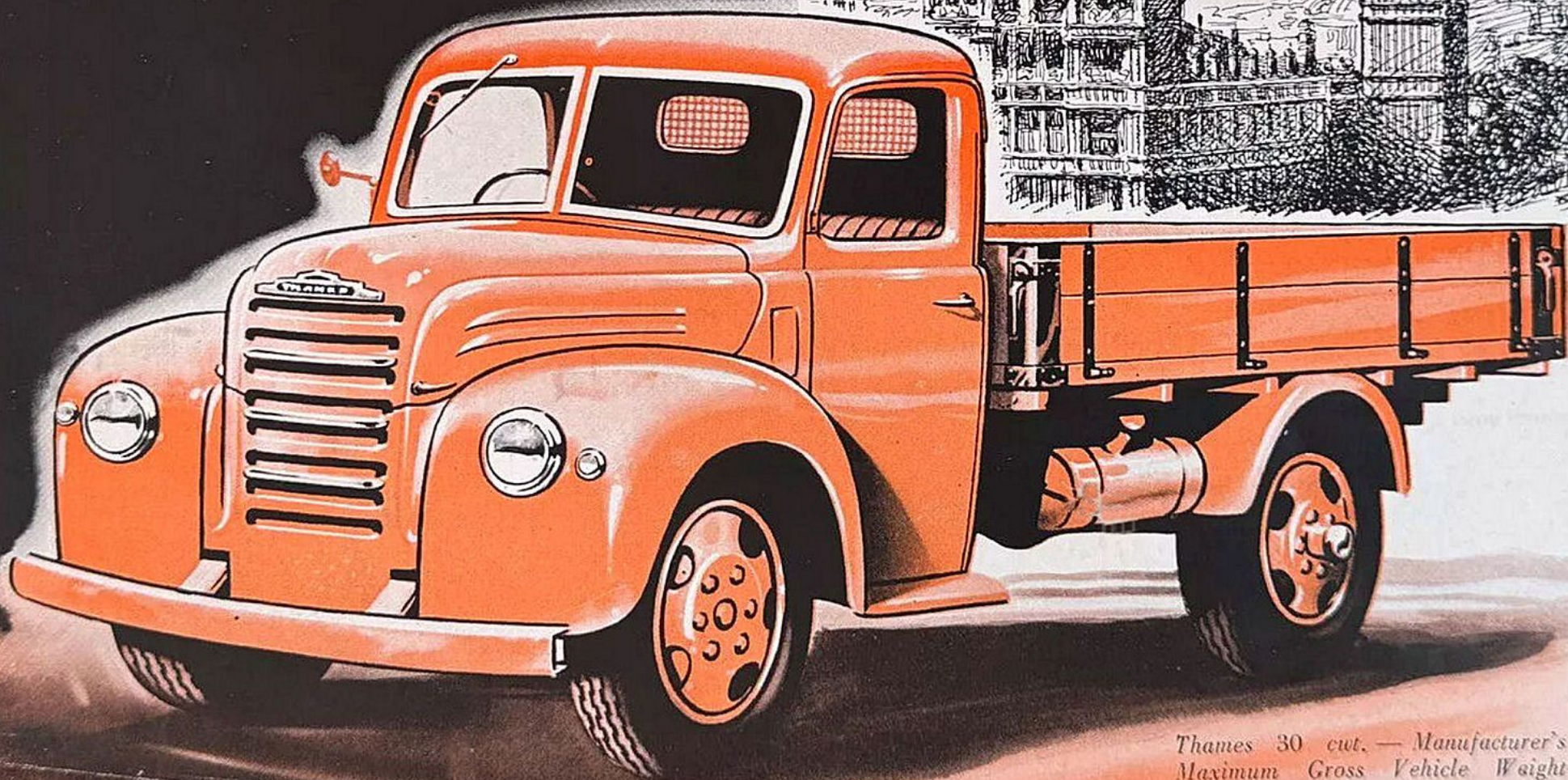


THAMES

*NEW ENGLISH FORD V8
30 CWT. & 2 TON TRUCKS*

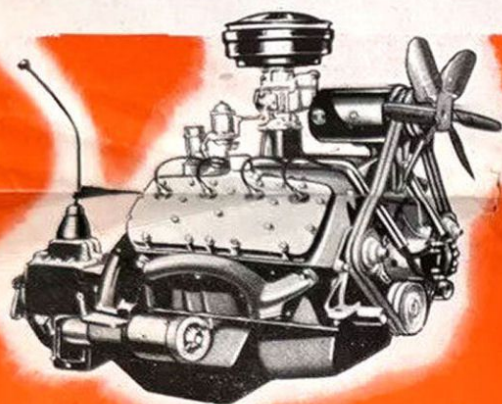


*Thames 30 cwt. — Manufacturer's
Maximum Gross Vehicle Weight
8,624 lbs.*



ENGLISH ENGINEERED **THAMES V8** 30 cwt. & 2 TONS

ILLUSTRATED right — Thames 128 in. wheelbase 2 Tonner Maximum Gross Vehicle Weight 9,800 lbs. Tyre equipment 6.50 x 20 all round — duals on rear wheels.



V8 ENGINE PERFORMANCE

THE well tried Ford V8 engine needs little introduction to truck owners. For pulling power and absolute dependability it has won its spurs on transport jobs the world over. The Ford V8 engine is compact, and because of this, it is possible to have more cylinders in a shorter engine length, giving more space for payload. Eight cylinders produce steadier, smoother power flow due to the greater number of power strokes per revolution — four power impulses per crankshaft revolution. This engine's consistent economy and accessibility are also real advantages in truck work.



DRIVER AND PASSENGER COMFORT

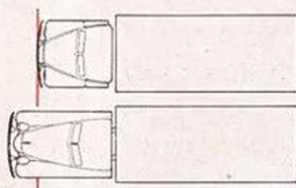
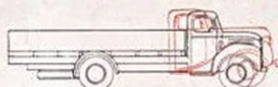
EVERYTHING about the Thames cab is designed to provide complete comfort for the driver and lessen fatigue — both on long journeys and "stop-and-go" work. The all steel cab is cool, roomy and well ventilated. Bucket seats are deep and well sprung. V-shaped windscreen reduces dazzle to a minimum. The driver's windscreen opens fully and can be adjusted, at will, for the desired degree of ventilation. Instruments are grouped in a neat panel, set just at the right angle for instant reading. All controls are within easy reach of the driver.

The Trucks with Extra Load-space

THE semi-forward-control, which is a feature of the Thames Truck, succeeds in combining all that is best in full-forward-control and conventional trucks. It gives more room for the load, greater cubic capacity for carrying bulky goods and therefore increases earning power. The Thames provides a cool, comfortable cab and the engine is easily accessible. This truck is also exceptionally manoeuvrable in crowded streets and narrow lanes.

GREATER PAYLOAD AREA

The 128 in. wheelbase Thames 30 cwt. and 2 ton trucks carry an 11 ft. x 7 ft. tray. This extra load-space means extra profit whenever bulky goods are handled.



SAVES GARAGE SPACE

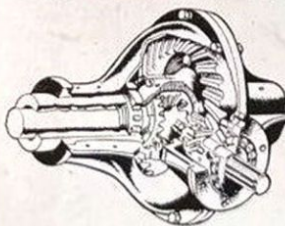
With high building costs, garage space is an important item in the overall cost of running a fleet of trucks. Despite its 11 ft. body, the overall length is only a little longer than a full-size sedan car.

★ ★ ★ ★

"CUSHION DRIVE" CLUTCH

The Thames "Cushion Drive" clutch is centrifugally assisted to give easy action in traffic when frequent gear changing is necessary and to transmit the full power of the engine without slip at operational speeds.

FULL FLOATING REAR AXLE



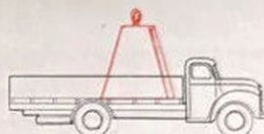
The rear axle ratio is 5.83 to 1 for 30 cwt. and 6.67 to 1 for 2 ton models.

POWERFUL BRAKES

Even under the most arduous conditions, full-tooth contact is maintained in the Thames rear axle, thanks to the straddle-mounted driving pinion. The axle itself is fully floating.



Thames trucks have hydraulically operated fully self-energising brakes. Total brake lining area, 273.6 sq. ins. Foot brake operates on all four wheels, hand brake on rear wheels only.



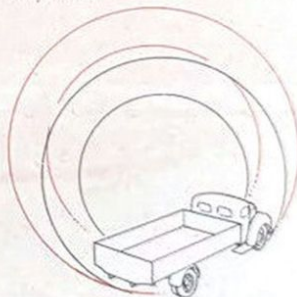
MAXIMUM TYRE LIFE

The forward placement of the body means a good balance in load distribution between front and rear axles, with long tyre life and great driving stability and safety.

★ ★ ★ ★

EASY TO MANOEUVRE

The compact overall length gives extra manoeuvrability in traffic or in narrow lanes. The Thames has a turning circle of only 49 ft.



GENERAL SPECIFICATIONS

ENGINE. V—Eight-cylinder. Bore: 3.06 ins. Stroke: 3.75 ins. Capacity: 221 cu. ins. R.A.C. rating: 30.01 h.p. Maximum B.H.P. 85 at 3,500 r.p.m. Maximum torque: 150 lbs. ft. at 1,500 r.p.m. Compression ratio: 6.15 to 1. Detachable cast-iron cylinder heads. Two banks of 4 cylinders set at an angle of 90 degrees and cast integrally with upper half of crankcase. One bank offset to permit mounting of connecting rods side by side on crankpin. Interchangeable connecting rods. Inlet valves of "Silechrome" alloy, exhaust valves of special chrome nickel steel with mushroom-ended stems. Crankshaft of cast alloy steel and counterbalanced. Three main bearings of 2.4 ins. diameter, giving a bearing surface of 40.5 sq. ins. Crankpin diameter: 2 ins. Aluminium alloy pistons carrying 3 rings above fully floating gudgeon-pin of $\frac{3}{4}$ in. diameter. Engine suspension at 3 points on rubber.

LUBRICATION. Oil pump delivering under pressure to camshaft, main and connecting rod bearings. Gudgeon pin and cylinder walls splash lubricated. Dipstick fitted. Capacity of sump 6½ pints.

COOLING SYSTEM. Thermo-syphon assisted by centrifugal impeller pumps, one being mounted at front end of each bank of cylinders. Six-bladed fan: system incorporates thermostat. Capacity of system 4.81 gallons.

FUEL SYSTEM. Dual down-draught carburettor, oil bath air cleaner and booster pump, supplied via mechanical pump driven from camshaft. Fuel tank on near side has a capacity of 14 gallons.

IGNITION. Battery and coil with automatic regulation of firing point. Distributor driven direct from front end of camshaft. Sparking plugs 18 mm. Firing order, 1, 5, 4, 8, 6, 3, 7, 2.

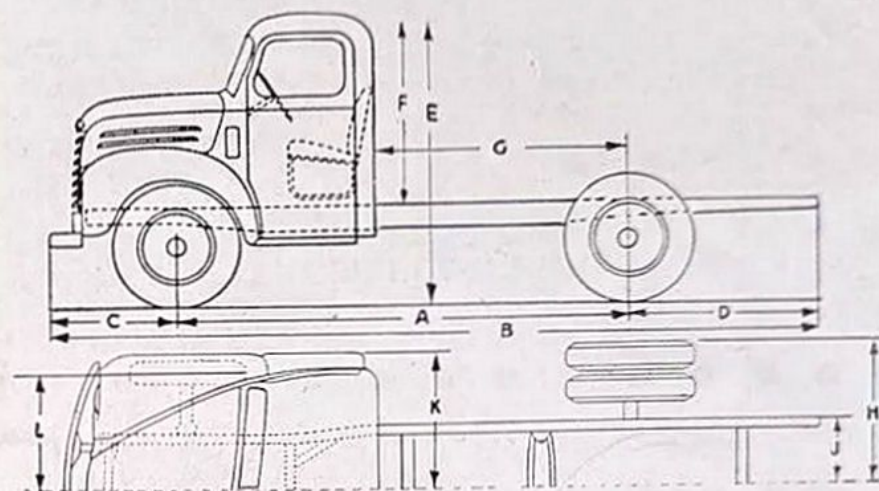
CLUTCH. Dry single plate centrifugal type with heavy duty pre-lubricated ball thrust bearing. Clutch plate 11ins. diam., friction area, 123.7 sq. ins.

TRANSMISSION. Four forward speeds and reverse. Overall gear ratios 30 cwt., 1st 37.32; 2nd 18.03; 3rd 9.84; 4th 5.83; Reverse 45.61. For 2 tonner ratios are 1st 42.65; 2nd 20.61; 3rd 11.24; 4th 6.67; Reverse 52.13.

REAR AXLE. Fully floating, with drive through torque tube and radius rods. Spiral bevel final drive. Roller bearings throughout. Oil capacity of gearbox 4 pints. Oil capacity of rear axle 4½ pints.

FRONT AXLE. "I" section beam. Taper roller wheel bearings.

STEERING. Marles worm and roller-type, ratio 18.7-1. Steering wheel diameter 18 ins.



30 CWT.—2 TON 128 ins. W.B. CHASSIS DIMENSIONS

(A) 128 in.; (B) 18 ft. ½ in.; (C) 2 ft. 11½ in.; (D) 4 ft. 5 in.; (E) 7 ft. 3¼ in.; (F) 4 ft. 9¾ in.; (G) 6 ft. 1 in.; (H) Overall with duals 6 ft. 7½ in.; (J) Overall 3 ft. 2 in.; (K) Overall 6ft. 6in.; (L) Track 5 ft. 8.2 in.

BRAKES. Thames trucks have hydraulically operated fully self-energising brakes. Total brake lining area, 273.6 sq. ins. Foot brake operates on all four wheels, hand brake on rear wheels only.

SUSPENSION. Longitudinal semi-elliptic springs front and rear. Double acting hydraulic shock absorbers standard equipment on front axle.

TYRES. 30 cwt.: 7.00 x 20 x 10 ply all round single rear wheels. 2 ton: 6.50 x 20 x 6 ply all round, dual rear wheels.

ELECTRICAL EQUIPMENT. Battery 6-volts. Headlamps with twin filament bulbs, fender lamps. Stop and tail lights. Constant voltage control.

GENERAL EQUIPMENT. Ammeter, speedometer, fuel, water temperature, and oil pressure gauges. Electric windscreen wiper. Front bumper. All steel cab. Lock on right-hand door; left-hand door locks from inside.

Ford Motor Company of Australia Pty. Ltd., whose policy is one of continuous improvement, reserves the right, subject to such regulations as may from time to time apply, to change specifications and prices at any time without notice or incurring liability to purchasers.

FORD MOTOR COMPANY OF AUSTRALIA PTY. LTD.

(INCORPORATED IN VICTORIA) REGD. OFFICE: GEELONG, VICTORIA.