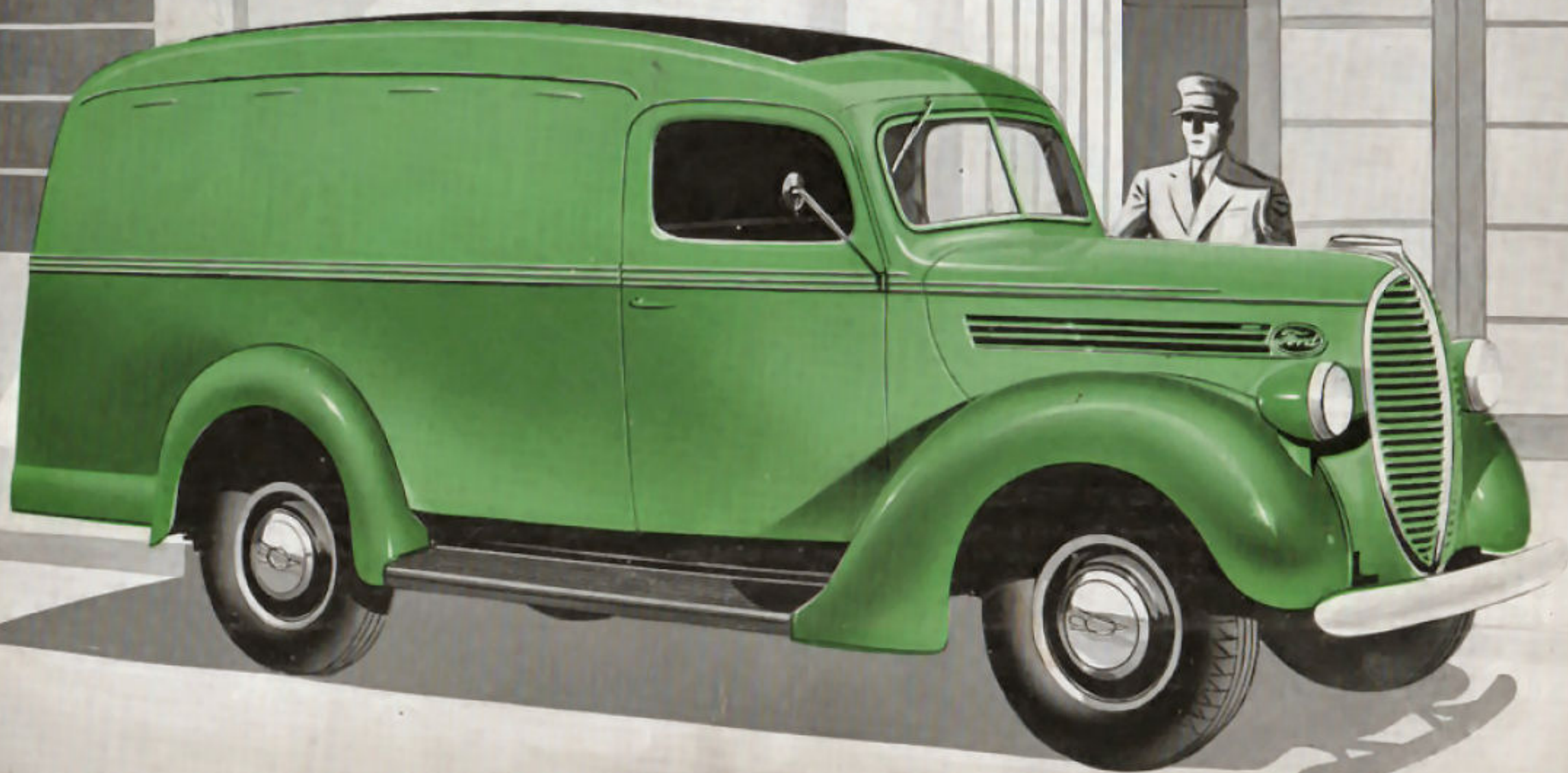


The New FORD V-8

EXPRESS DELIVERY TRUCKS



1-TON & 30-CWT. MODELS • 5 STANDARD BODY TYPES • COMPLETE EQUIPMENT AT LIST PRICES

Specifically Built for 1-ton, 30-cwt. Payloads.

DESIGNED ESPECIALLY FOR ECONOMIC PETROL CONSUMPTION.

THE NEW FORD V-8 EXPRESS DELIVERY TRUCKS

Complete Range of Body Styles.

Every model in the new Ford 122" W.B. Express Delivery range is built along truck lines. Engine, clutch, gear box, frame, rear axle assembly—are rugged for long service and a high margin of load capacity for payloads up to 30 cwt.

The truck type features of these units bring to the 1-Ton 30-cwt. field a new conception of economical "express" delivery service.

Two chassis models are available: 1-Ton and 30-cwt. capacities respectively in a range of body styles including: Dropside, Platform, Steel Straight-side, Welltype and a new Panel Van.

Note the following features which are standard equipment: Truck type Ford V-8 engine. Oil bath air cleaner. Centrifuge truck clutch. 4-speed gear box. Full torque tube drive and radius rods with universal joints and drive shaft fully enclosed. Full floating rear axle with straddle

mounted pinion. New powerful hydraulic brakes. Refinements incorporated in the 1939 model express delivery trucks include: Improved down-draft carburettor. Newly designed intake manifold for heavier crankshaft and new coated piston rings for long life. Tungsten steel inserts in both inlet and exhaust valve seats. Perfected hydraulic brakes with total braking area of 201.21 square inches.

Standard tyre equipment at list price.

Express Delivery 1-Ton—4 17 x 7.00. Rear.

Express Delivery 30-cwt.—Front, 2 17 x 7.00. Rear.

Gross vehicle capacity:

1-Ton, 6,500 lbs.

30-cwt., 7,250 lbs.

S P E C I F I C A T I O N S

ENGINE: V-8 engine with aluminium cylinder heads.

CYLINDER BLOCK: Cast iron containing a high percentage of steel for long life.

CRANKSHAFT: Cast alloy steel.

CONNECTING RODS: Manganese steel.

PISTONS: Light weight alloy.

CAMSHAFT: Cast alloy iron.

VALVES: Heat resisting chrome nickel alloy steel. Inlet and exhaust valve seat inserts—tungsten steel.

ENGINE LUBRICATION: Direct pressure to all crankshaft, camshaft and connecting rod bearings.

COOLING: Two centrifugal water pumps self-lubricated.

FUEL SYSTEM: Dual downdraft carburettor with oil bath air cleaner, mechanical fuel pump.

IGNITION: Direct driven with distributor and coil in waterproof housing generator controlled.

BATTERY: 17-plate situated on cowl.

CLUTCH: Plate pressure increased by centrifugal force as engine speed is increased. 11 inch diameter friction area 123.7 sq. inches.

TRANSMISSION: Truck type. Four forward speeds and reverse.

UNIVERSAL JOINTS: Fully enclosed.

FRAME: High carbon steel with 5 cross members. Width across frame at back of cab—34". Side frame dimensions: Length, 193.56". Depth, 6". Width, 2.35". Thickness, 0.19". Depth of main cross member, 11.62".

FRONT AXLE: Heat treated alloy steel—tapered roller wheel bearings.

FRONT SPRING: Transverse type: Length, 40.25". Width, 2". Oil-less bearing type shackles.

SHOCK ABSORBERS: Two double acting adjustable hydraulic on front only.

STEERING: Worm and roller type, 18.2 to 1 ratio. 17" steering wheel.

REAR AXLE: Full floating spiral bevel gear drive, straddle mounted pinion and "ring gear thrust plate, 4 differential gears. Wheel hubs mounted on double tapered roller bearings. Drive through torque tube and radius rods.

AXLE RATIO: 5.14 to 1.

BRAKES: Hydraulic. Front 12 x 1.75 ins. Rear 14 x 2 ins. Total lining area 201.21 sq. ins.

REAR SPRINGS: Semi-elliptic type free shackled at each end. Length—45". Width—2.25".

WHEELS: 5 steel disc-type, 17 inch.

TYRES: 1 Ton, front and rear: 4—17 x 7.00 Balloon 6-ply. 30-Cwt., front, 2—17 x 7.00; rear, 2—17 x 7.50 8-ply.

WHEELBASE: 122 inches.

TURNING RADIUS: 20.75'.

FORD OWNERS ALONE ENJOY THIS MOST MODERN METHOD OF MONEY-SAVING, TIME-SAVING MAINTENANCE — THE ENGINE EXCHANGE PLAN

When, after scores of thousands of miles of dependable service, the time finally comes for engine overhaul, you can drive into any Ford Dealer's and exchange your old engine for a factory-reconditioned, precision-built engine. The exchange engine carries the same warranty as a new engine. The changeover (requiring only a few hours) costs far less than an equally complete engine overhaul, takes but a fraction of the time of an engine overhaul.

The Ford Engine Exchange Plan keeps your truck out of the service shop and on the road, earning money. The Engine Exchange Plan is a tremendous factor in maintaining the resale value of your unit and protecting your truck investment. The Engine Exchange Plan is exclusive to Ford owners. Your Ford Dealer can give you full details, including costs.

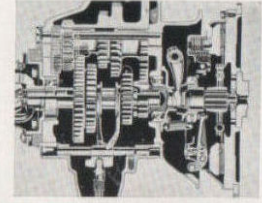
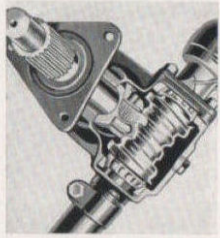
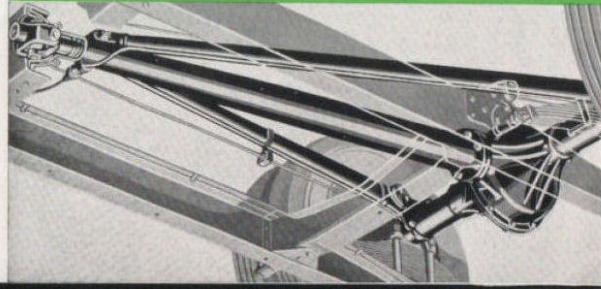
Ford Motor Company of Australia Pty. Ltd., whose policy is one of continuous improvement, reserves the right to change specifications and prices at any time without notice or incurring liability to purchasers.

THE FORD MOTOR COMPANY OF AUSTRALIA PTY. LTD. ALSO HAS AVAILABLE THE FOLLOWING COMMERCIAL MODELS:—

90" W.B. semi forward control 10 cwt. Panel Van.	134" W.B. 30 cwt. and 2 Ton.
94" W.B. Conventional chassis Utility and Vans 5-7 cwt.	157" W.B. 30-40 cwt. and 2 Ton.
112" W.B. Utilities and Vans, Standard, Coupe and DeLuxé to 15 cwt. capacity.	

A COMPLETE RANGE OF COMMERCIAL VEHICLES TO SUIT ALL TRANSPORTATION NEEDS.

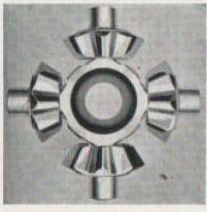
FORD MOTOR COMPANY OF AUSTRALIA PTY. LTD. (INCORPORATED IN VICTORIA)



NEW STEERING—Steering is easier with the new worm and roller type gear. Rolling instead of sliding action between worm and sector reduces friction. Worm is mounted on tapered roller bearings. Steering ratio 18.2 to 1.

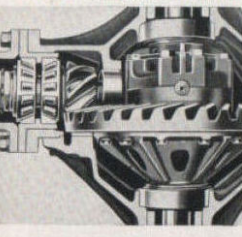
HEAVY-DUTY GEAR BOX.

Cross section of standard gear box with four forward speeds—one reverse. Hollar gear bearings in all forward gears. All gears and main shaft are high-quality oil-hardened chromium steel.



FOUR-PINION DIFFERENTIAL.—The differential has four pinion gears instead of the customary two. Driving force always is applied to axle shaft through differential pinions. Thus four, in place of two, thrust washers between pinions and case, and between axle shaft gears and case.

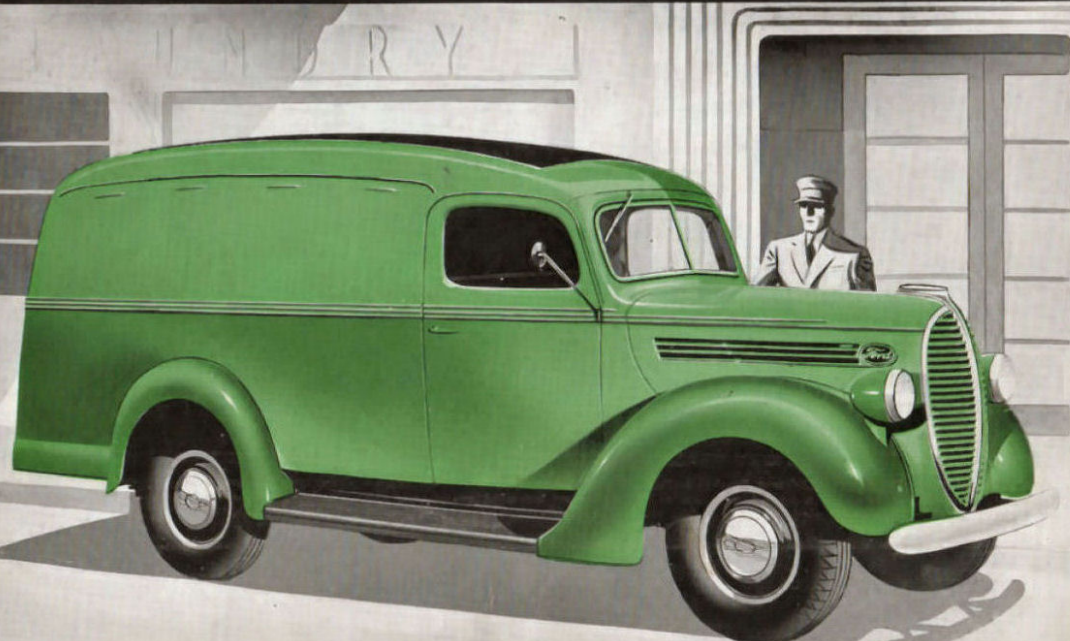
Full Torque Tube and Radius Rod Drive—Rear HOD Drive—Rear springs are relieved of all driving and braking stresses which are transferred through torque tube and rear radius rods directly to rugged cross member and frame. Front axle stresses are taken through front radius rods which maintain permanent axle alignment. Torque tube drive and radius rods give higher margin of safety with hydraulic brakes.



Full-Floating Axle.—Ford heavy-duty rear axle is of full floating type with straddle-mounted pinion. Hugged axle-housing takes all weight, leaving axle-assembly free to transmit power with maximum efficiency. Note the two large tapered roller bearings in front of pinion and additional roller bearing at back for extra strength.

Proved Truck Features for Long Life

The New FORD V-8 EXPRESS DELIVERY TRUCKS



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Specifically Built for 1-ton, 30-cwt. Payloads.

Complete Range of Body Styles.

Every model in the new Ford 122" W.B. Express Delivery range is built along truck lines. Engine, clutch, gear box, frame, rear axle assembly—are rugged for long service and a high margin of load capacity for payloads up to 30 cwt.

The truck type features of these units bring to the 1-Ton 30-cwt. field a new conception of economical "express" delivery service.

Two chassis models are available: 1-Ton and 30-cwt. capacities respectively in a range of body styles including: Dropside, Platform, Steel Straightside, Welltype and a new Panel Van.

Note the following features which are standard equipment: Truck type Ford V-8 engine. Oil bath air cleaner. Centriforce truck clutch. 4-speed gear box. Full torque tube drive and radius rods with universal joints and drive shaft fully enclosed. Full floating rear axle with straddle

mounted pinion. New powerful hydraulic brakes. Refinements incorporated in the 1939 model express delivery trucks include: Improved down-draught carburettor. Newly designed intake manifold for greater petrol economy. Larger main bearings, heavier crankshaft and new coated piston rings for long life. Tungsten steel inserts in both inlet and exhaust valve seats. Perfected hydraulic brakes with total braking area of 201.21 square inches.

Standard tyre equipment at list price.

Express Delivery 1-Ton—4 17 x 7.00.

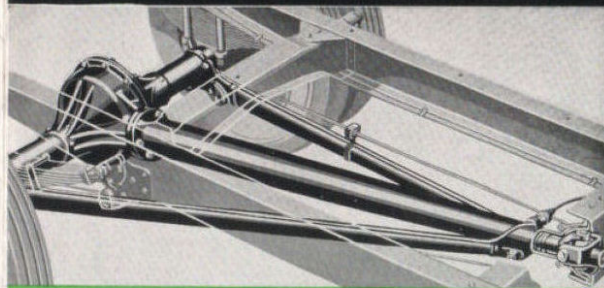
Express Delivery 30-cwt.—Front, 2 17 x 7.00. Rear, 2 17 x 7.50 8-ply.

Gross vehicle capacity:

1-Ton, 6,500 lbs.

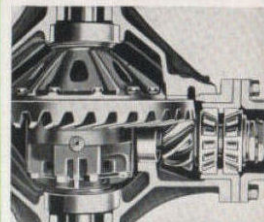
30-cwt., 7,250 lbs.

Proved Truck Features for Long Life



FULL TORQUE TUBE AND RADIUS ROD DRIVE

—Rear springs are relieved of all driving and braking stresses which are transferred through torque tube and rear radius rods directly to rugged cross member and frame. Front axle stresses are taken through front radius rods which maintain permanent axle alignment. Torque tube drive and radius rods give higher margin of safety with hydraulic brakes.

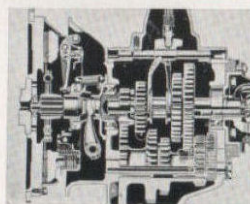


FULL-FLOATING AXLE

—Ford heavy-duty rear axle is of full-floating type with straddle-mounted pinion. Rugged axle-housing takes all weight, leaving axle-assembly free to transmit power with maximum efficiency. Note the two large tapered roller bearings in front of pinion and additional roller bearing at back for extra strength.

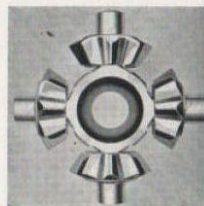


NEW STEERING—Steering is easier with the new worm and roller type gear. Rolling instead of sliding action between worm and sector reduces friction. Worm is mounted on tapered roller bearings. Steering ratio 18.2 to 1.



HEAVY-DUTY GEAR BOX.

Cross section of standard gear box with four forward speeds—one reverse. Roller or ball bearings in all forward gears. All gears and main shaft are high-quality oil-hardened chromium steel.



FOUR-PINION DIFFERENTIAL.

—The differential has four pinion gears instead of the customary two. Driving force always is applied to axle shaft through differential pinions. Using four, in place of two, reduces tooth pressures on pinions and axle shaft gears. Improvements that lower friction when differential is working include use of bronze thrust washers between pinions and case, and between axle shaft gears and case.

1-TON & 30-CWT. MODELS • 5 STANDARD BODY TYPES • COMPLETE EQUIPMENT AT LIST PRICES

FORD

presents this range of 20 & 30 cwt. Trucks for swift . . . efficient . . . lower cost service

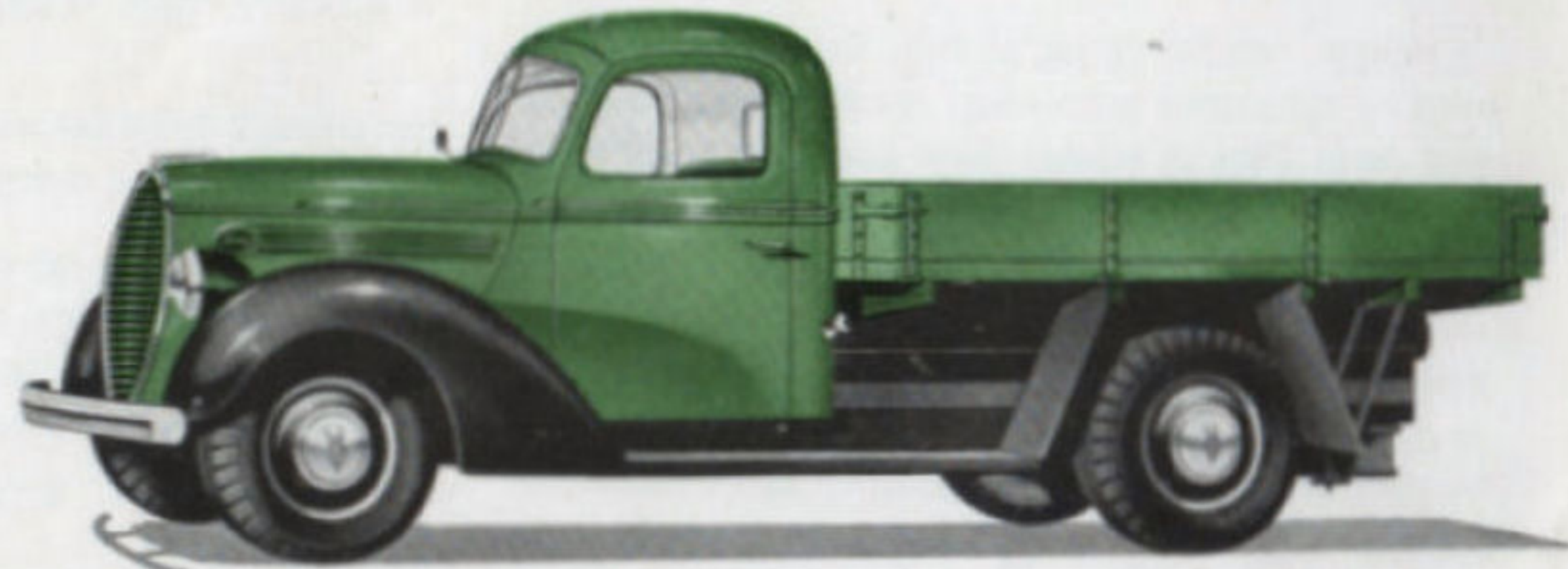
122 IN. W.B. EXPRESS DELIVERY TRUCK WITH DROPSIDE BODY

A model of all-round usefulness with gross capacity of 7,250 lbs. Also available with Platform body. Standard equipment at list price: Front bumper. Front shock absorbers. Oil bath air cleaner. Coupe-type steel cab with safety glass all round, ventilating windscreen and screen wiper. Enclosed despatch box. Speedometer, petrol and oil gauges. Foot controlled headlight beam with pilot light on dash.

Tyres: 1 Ton. 4 17 x 7.00 8-ply. 30-cwt. front 2 17 x 7.00; rear, 2 17 x 7.50 8-ply.

Gross vehicle capacity: 1 Ton. 6,500 lbs.; 30-cwt. 7,250 lbs.

Tray size, length 98", width 78", height sides 11 1/2".



122" W.B. DROPSIDE TRUCK

FORD V-8 122" W.B. EXPRESS DELIVERY TRUCK WITH STEEL STRAIGHTSIDE BODY

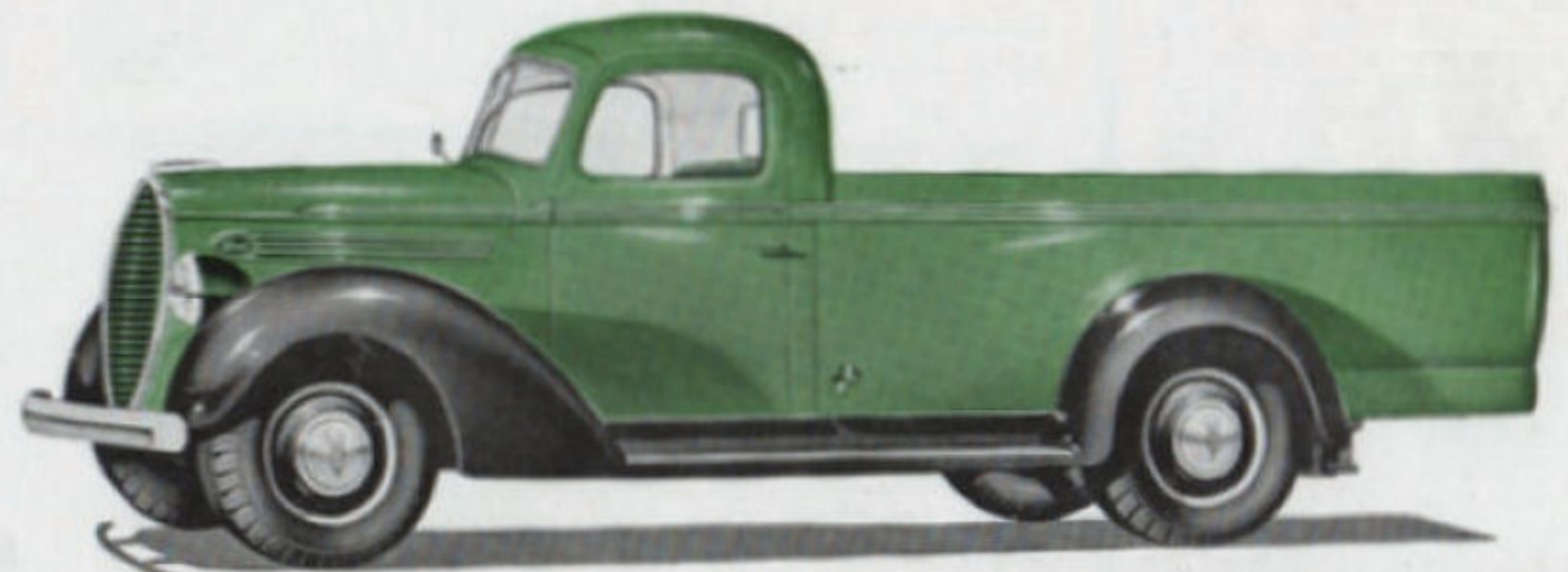
Most popular body style of the express delivery range because it covers an unusually wide range of needs. Ideal for farmers and graziers. It gives ample load space for payloads up to 30 cwt. plus exceptional riding comfort. This model is also available with a welltype body.

The length at floor, 8'.

Width, 4' 8 1/2".

Width between wheel housings 3' 11". Height of sides, 2' 3".

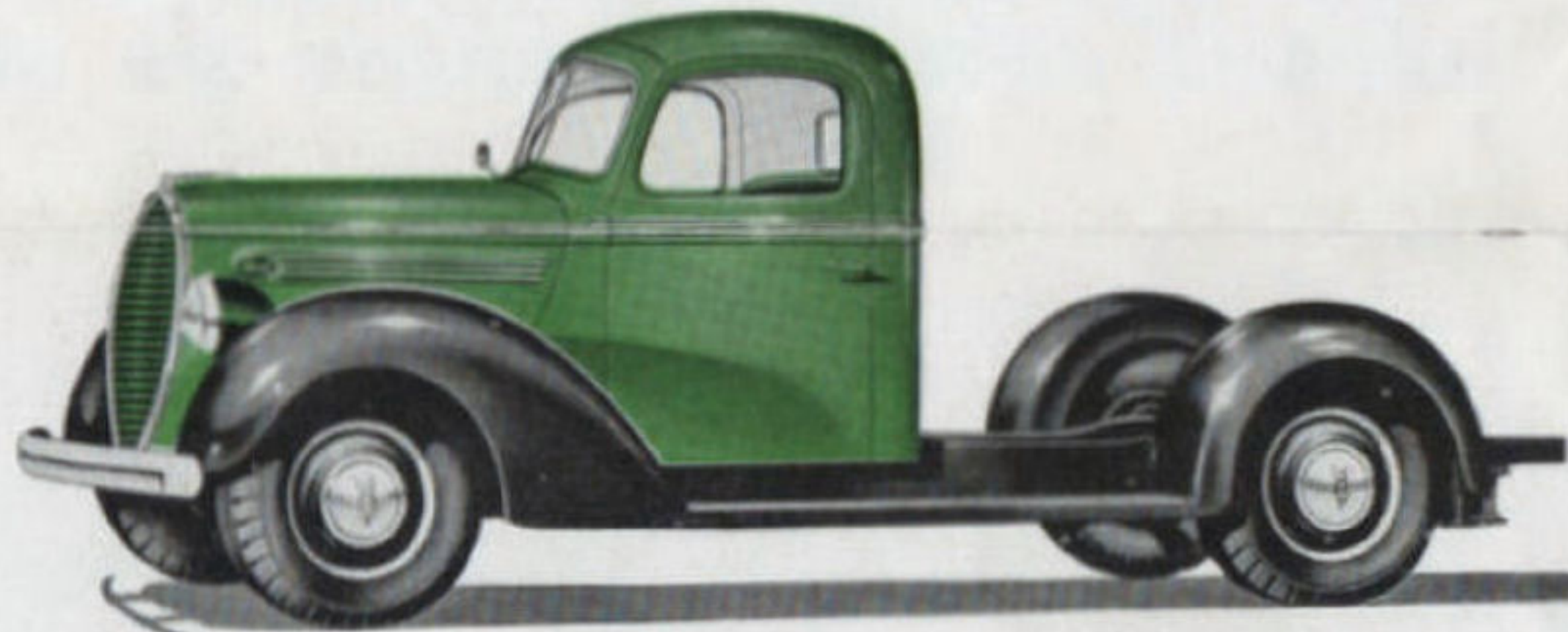
Gross vehicle capacity: 1 Ton. 6,500 lbs. 30-cwt. 7,250 lbs.



122" W.B. STEEL STRAIGHTSIDE

122 IN. W.B. EXPRESS DELIVERY TRUCK, CHASSIS WITH CAB

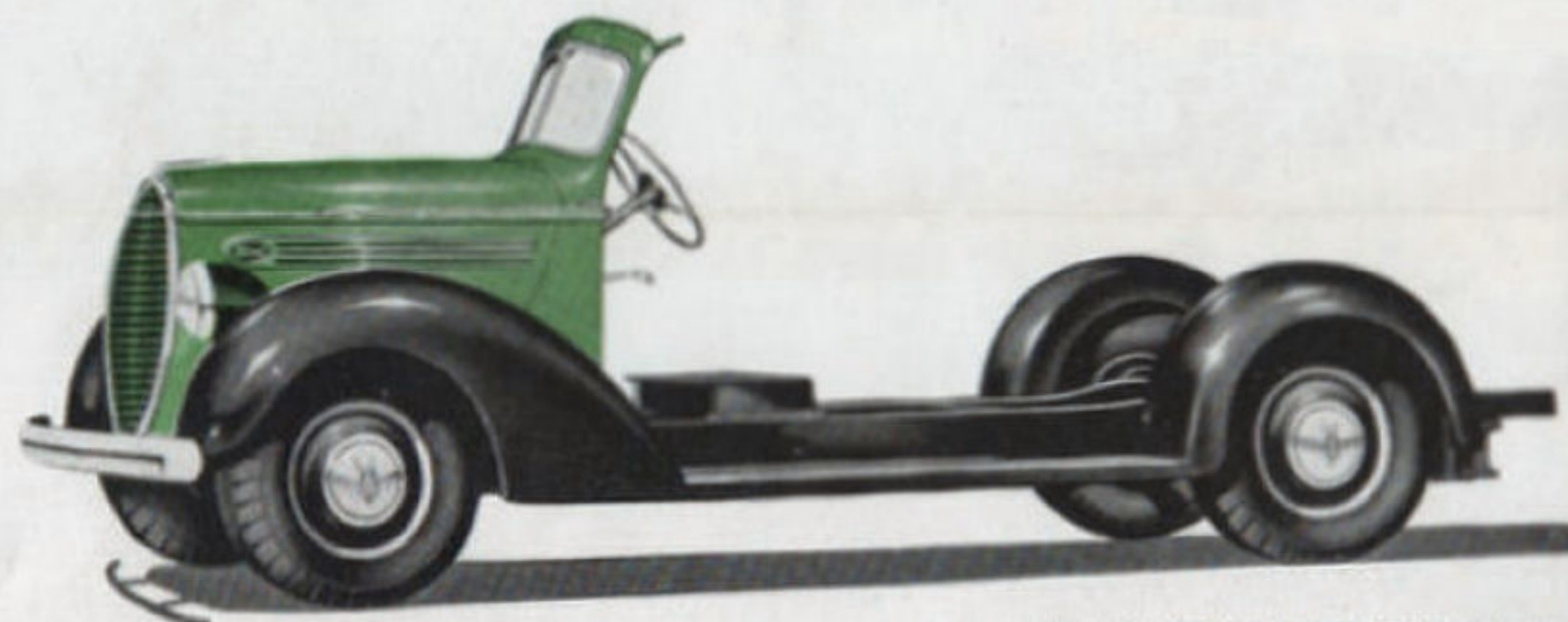
All-steel cab, factory-built, with every comfort and convenience for the driver. Seat is adjustable. Standard equipment: Front bumper. Front shock absorbers. Rear mudguards and full-length running board. Oil bath air cleaner. Adjustable safety glass windscreen with wiper. Enclosed despatch box in dash. Full complement of instruments. 1 Ton. 4 17 x 7.00 8-ply. 30-cwt. 2 17 x 7.00 front, 2 17 x 7.50 8-ply rear.



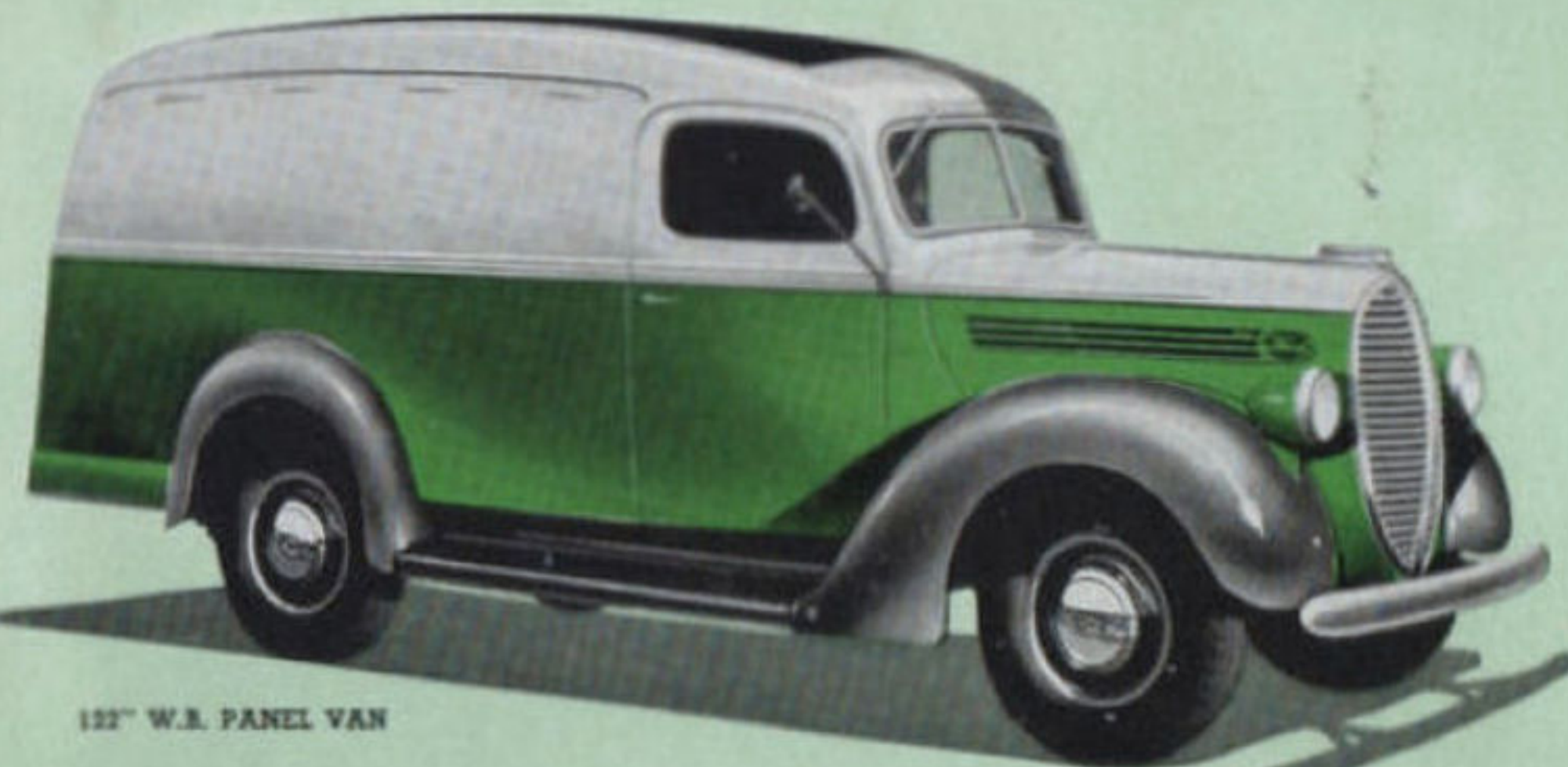
122" W.B. CAB CHASSIS

CHASSIS WITH COWL AND WINDSCREEN

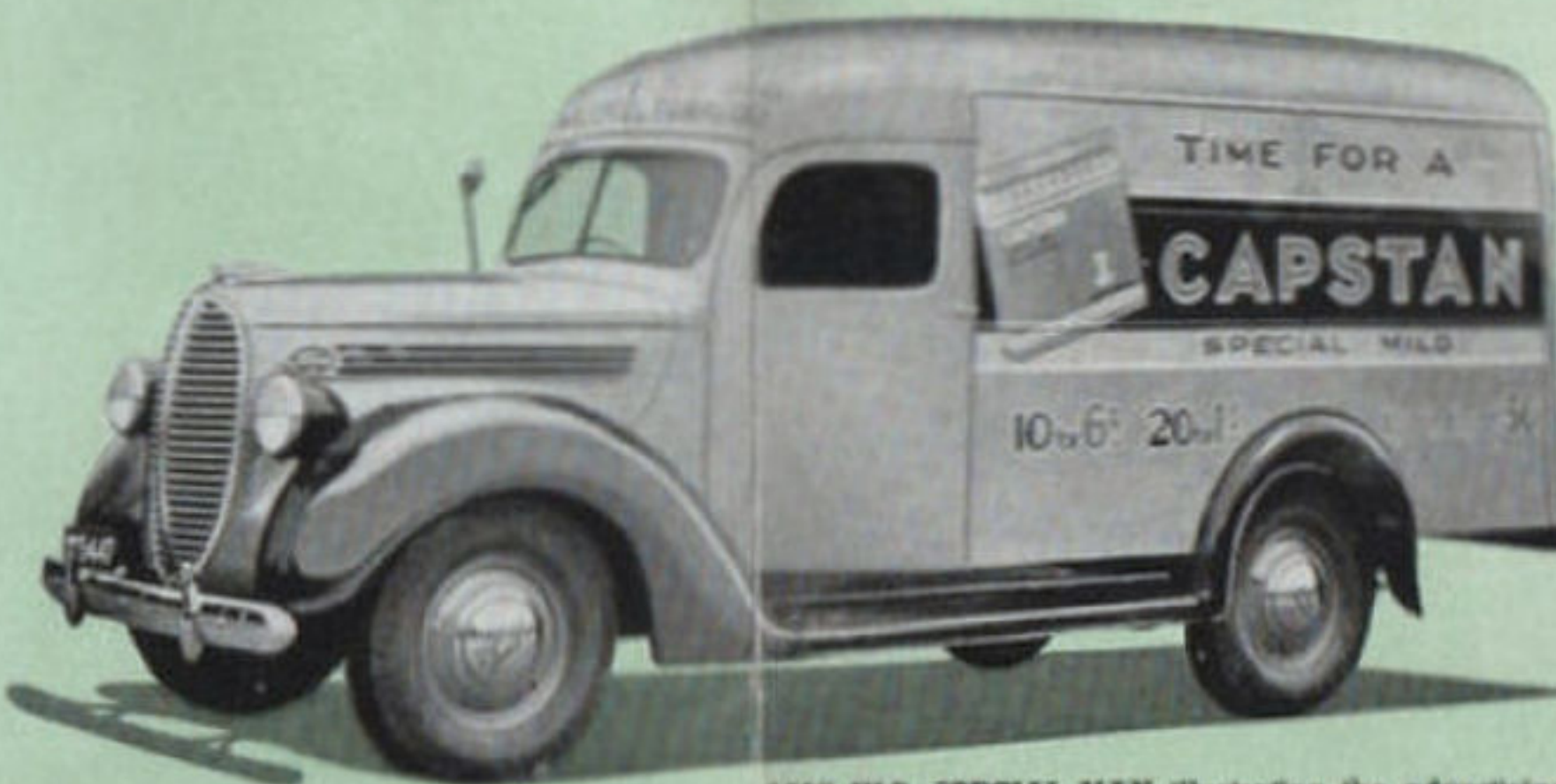
Admirably adapted for special body types. Low in first cost yet with every feature for long, economical life. Standard equipment includes: Front bumper. Front shock absorbers. Oil bath air cleaner. Adjustable ventilating windscreen of safety glass equipped with wiper. Complete instrument-board equipment including enclosed despatch box and tell-tale light for foot-controlled headlight beam. Tyres: 1 Ton. Four 17 x 7.00. 30-cwt. front 17 x 7.00; rear, 17 x 7.50 8-ply.



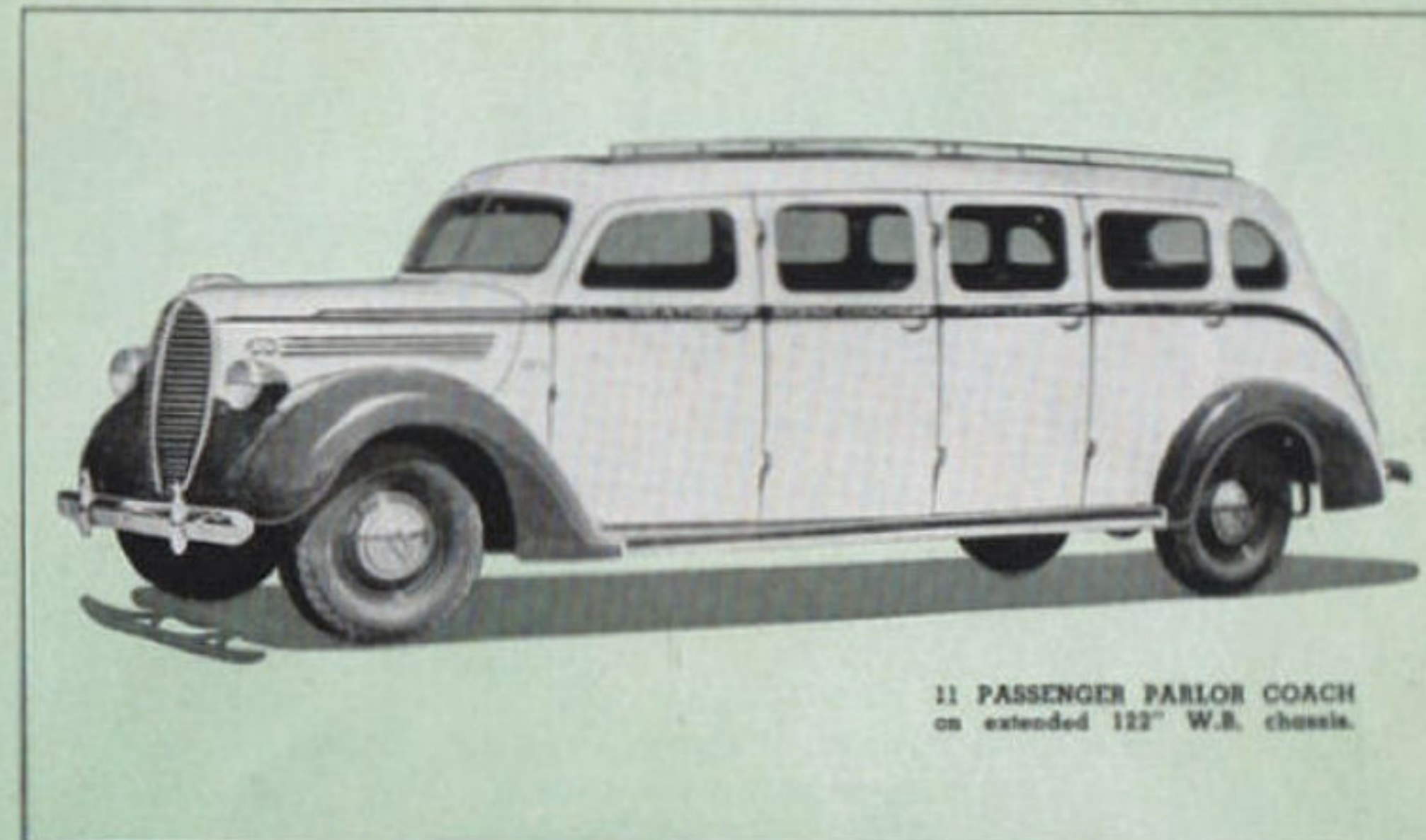
122" W.B. CHASSIS WITH WINDSCREEN



122" W.B. PANEL VAN



122" W.B. SPECIAL VAN illustrating the advertising value of style and good signwriting display.



11 PASSENGER PARLOR COACH on extended 122" W.B. chassis.

FORD V-8 EXPRESS DELIVERY TRUCKS ARE ADAPTABLE TO SPECIAL BODY TYPES. SMART STYLING OFFERS ADVERTISING ADVANTAGES

Typical of many V-8 Express Delivery Trucks 'on-the-job' throughout Australia are the models shown above. For special bus bodies, on the standard or on an extended wheelbase, and for smart, efficient service in many vocations. The broad side panels of the van are admirably

suited to every style of signwriting display and a good "nameplate" added to the handsome appearance of the V-8 vehicle combine to make a striking advertising and SELLING display for any business.

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