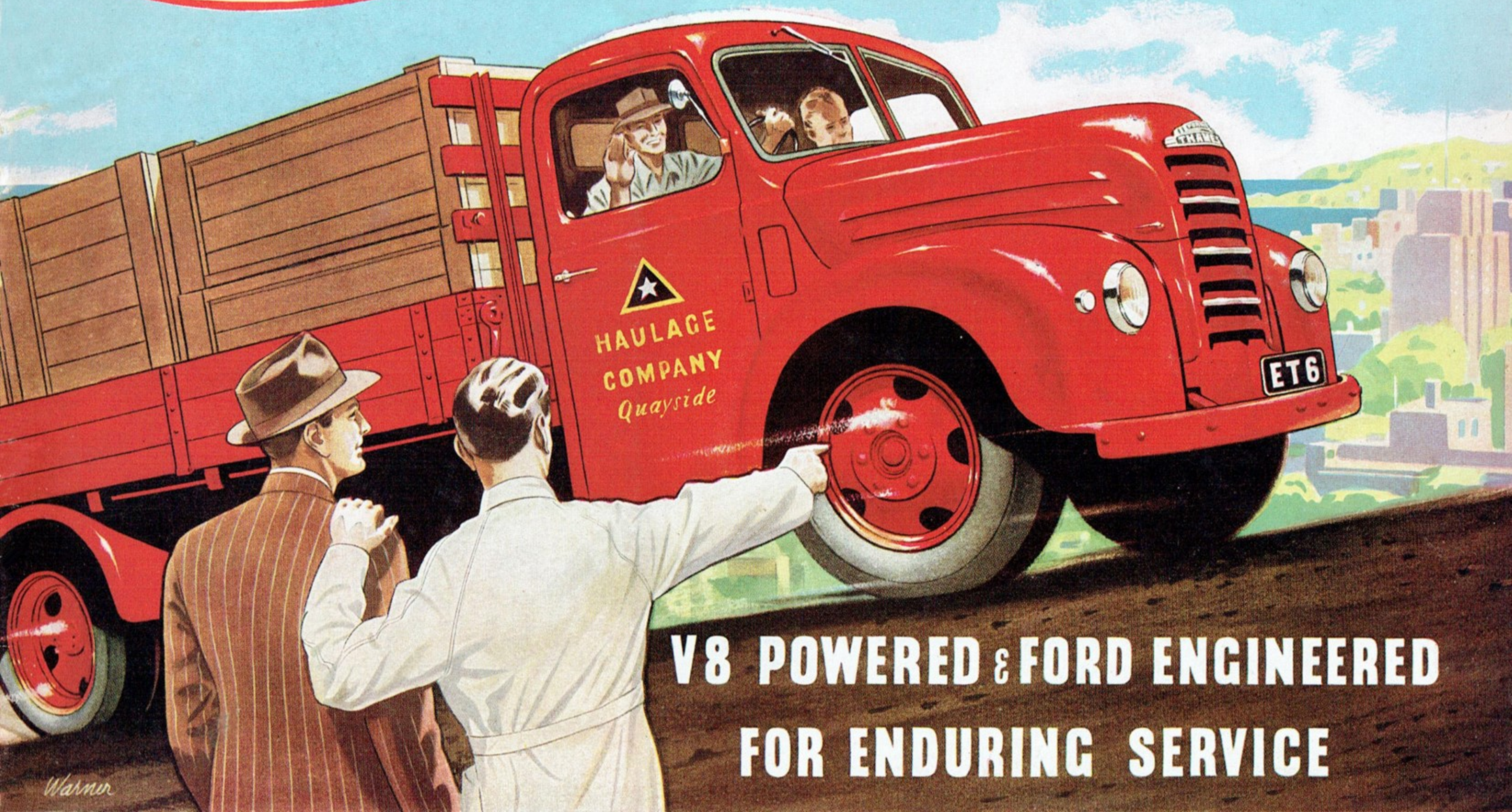




Ford

Thames

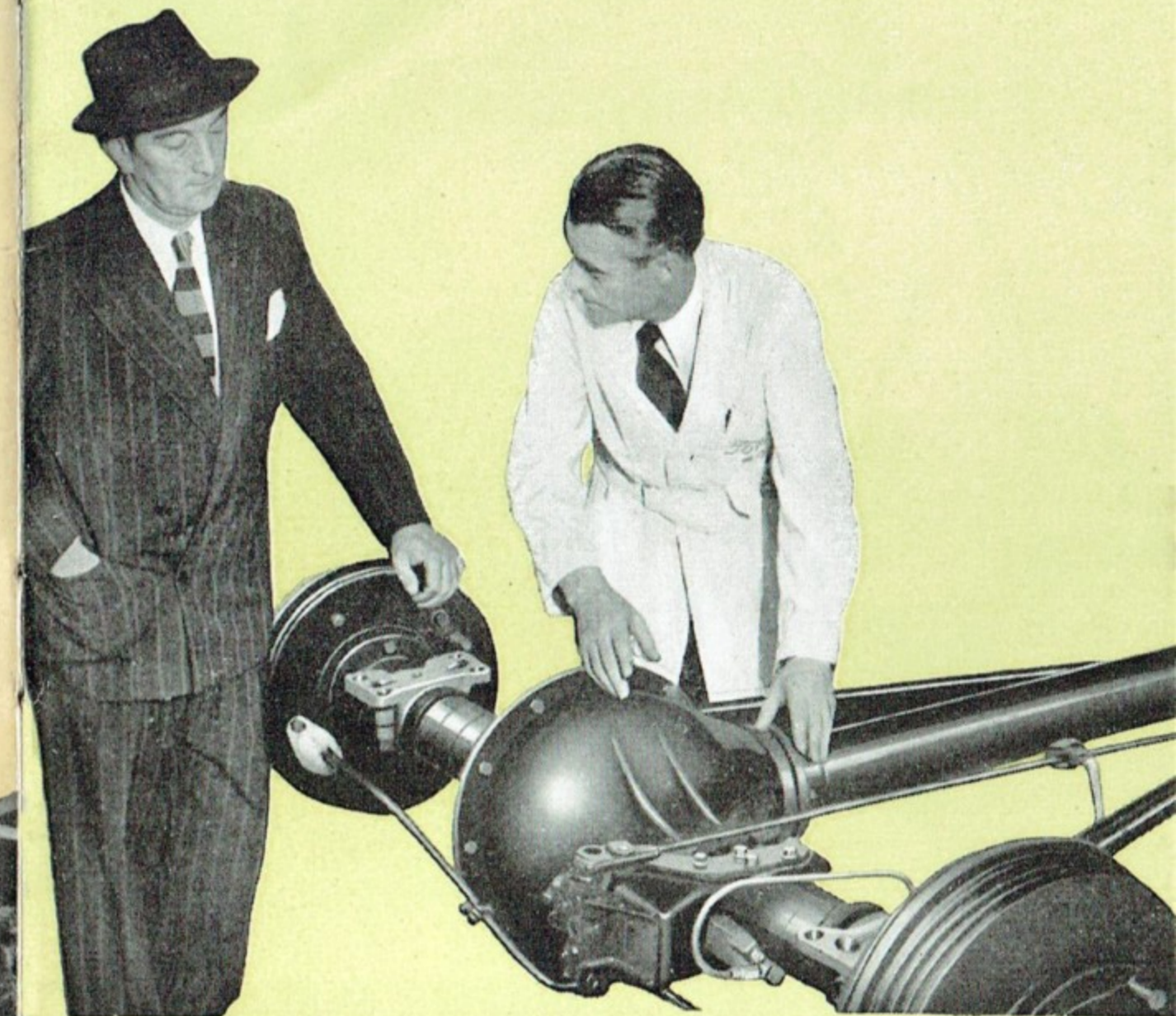
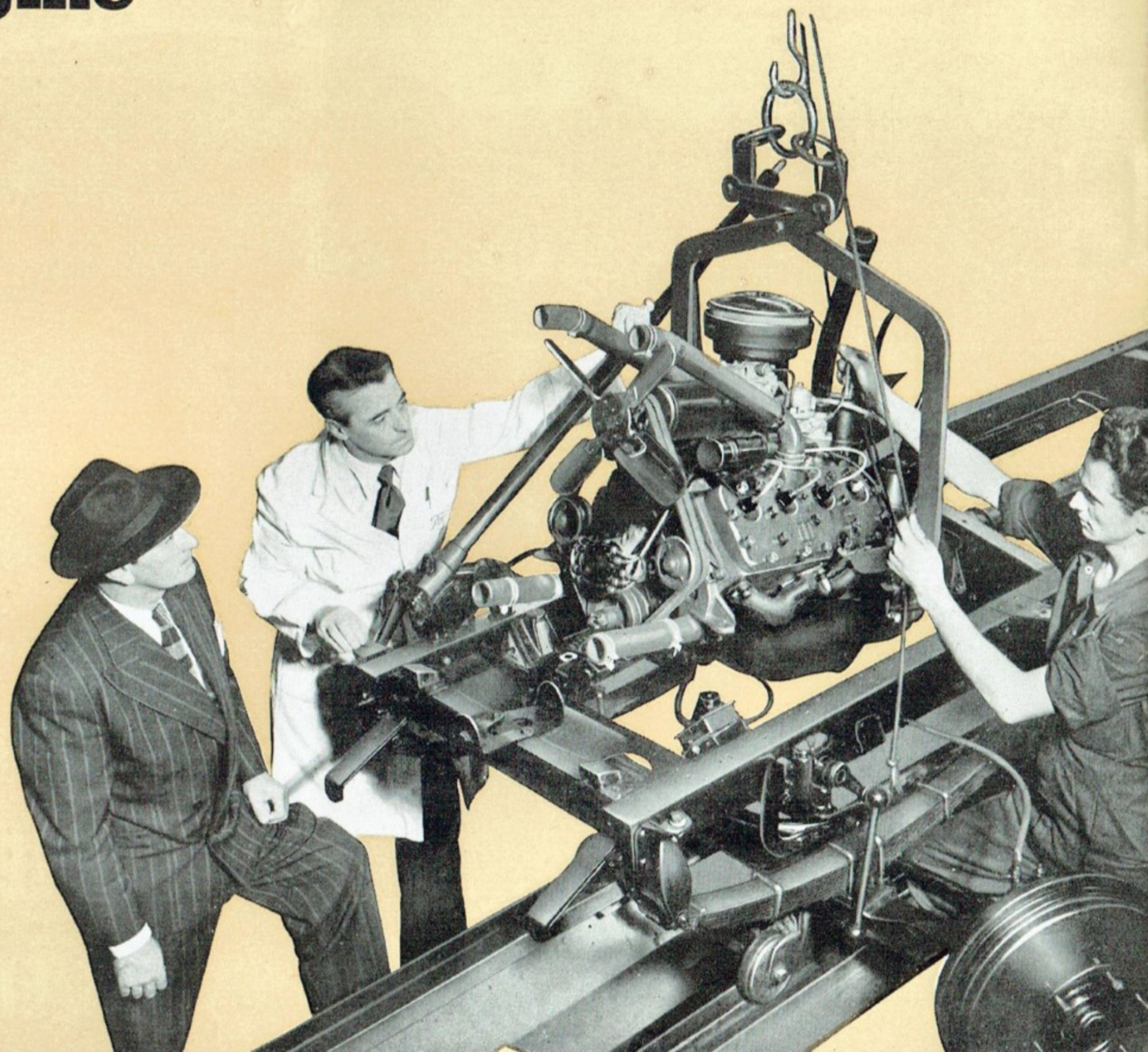


**V8 POWERED & FORD ENGINEERED
FOR ENDURING SERVICE**

Warner

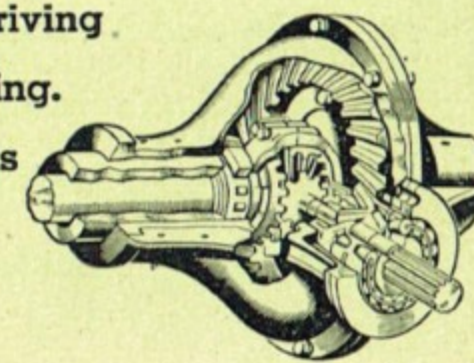
The Secret of Thames Trucks' Performance — the Ford V8 engine

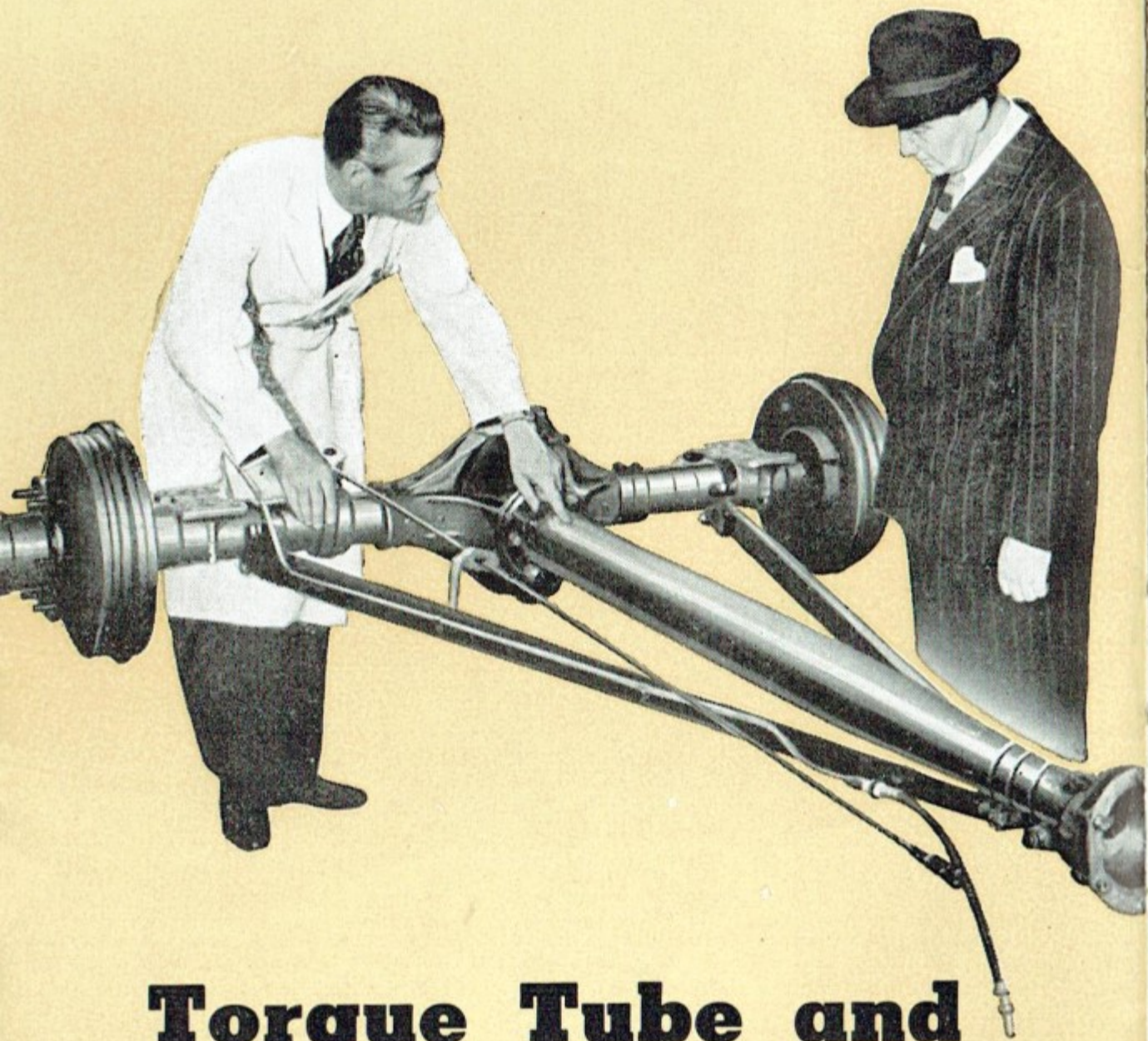
THROUGHOUT the world, truck work has proved the advantages of the Ford V8 engine. Eight cylinders provide more power strokes per revolution — four power impulses to each turn of the crankshaft. This means an instant power response right from the start of the pull . . . smoothness . . . and reserve of power for extra effort where needed. Ford V8 designing is right, too, in compactness — giving a shorter engine length that contributes to Thames' greater payload space. In addition, operating economy is outstanding — in everything from fuel consumption to low cost of parts and servicing.



Full Floating Axle with Straddle-mounted Pinion

In this massive, precision-built assembly, full-tooth contact, under any working condition, is maintained through straddle-mounting of the driving pinion. The axle itself is fully floating. And in every part, from axle shafts to wheel bearings, ALL of Thames rear end is Ford engineered to give extra service and last longer.





Torque Tube and Radius Rod Drive

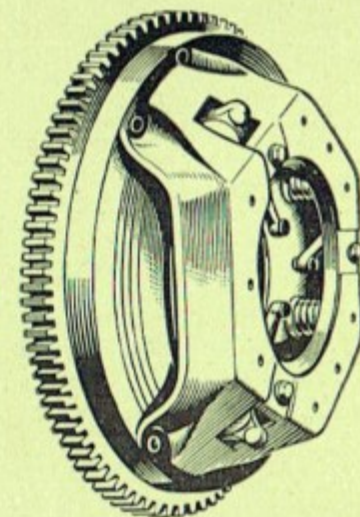
On Thames, a Torque Tube and Radius Rods relieve the springs of all driving and braking thrusts. This leaves them free for their essential job — the smoothing out of the ride for both load and driver. In the springs themselves the usual careful Ford designing has resulted in maximum road resiliency plus load capacity for the Gross Vehicle Weights of the Thames' range.

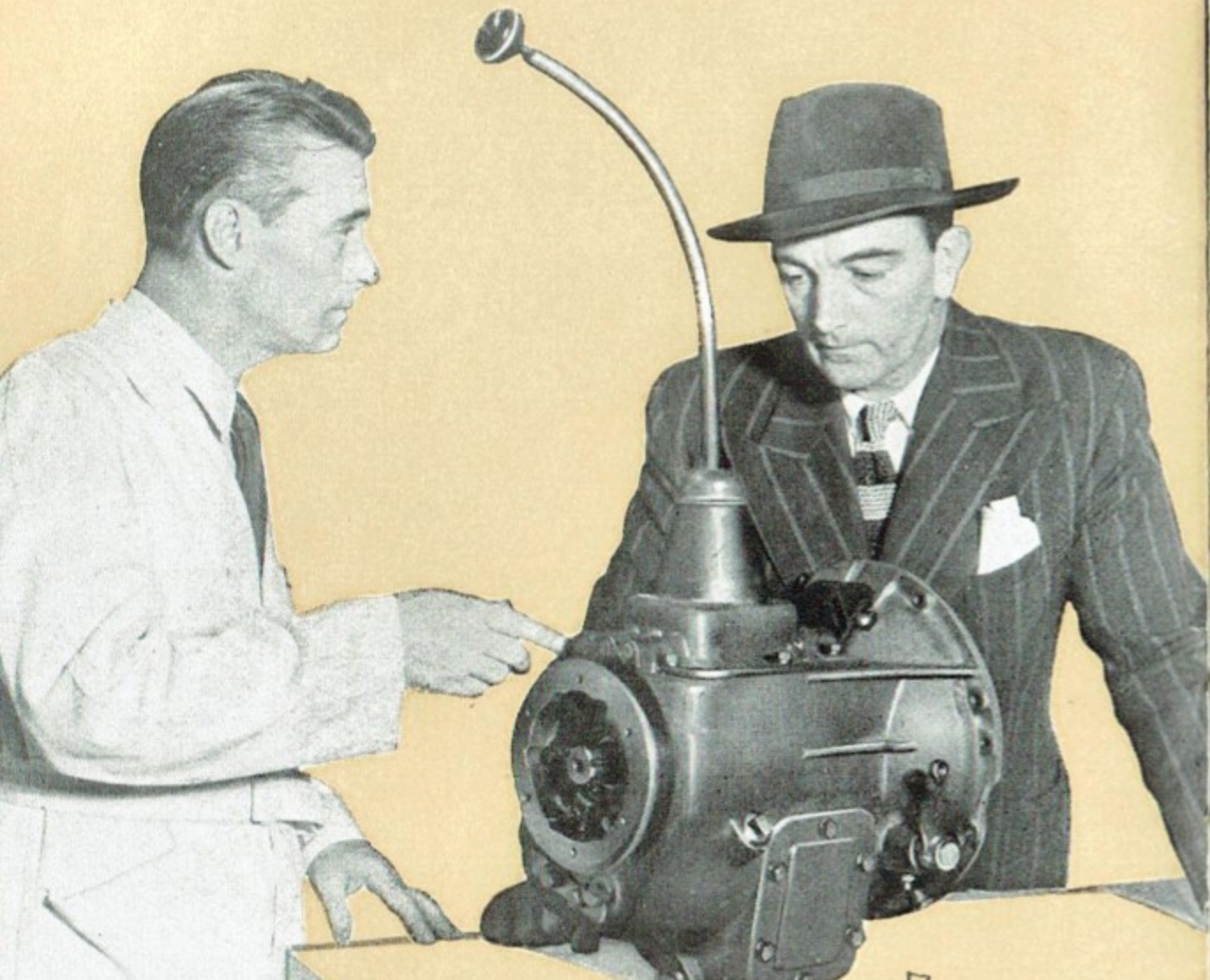


Cushion drive clutch

Centrifugally assisted

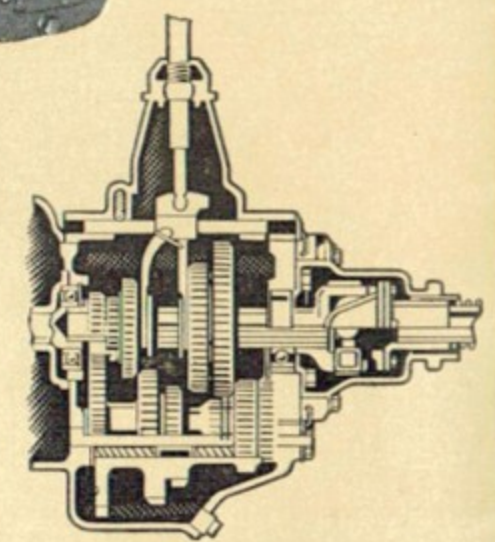
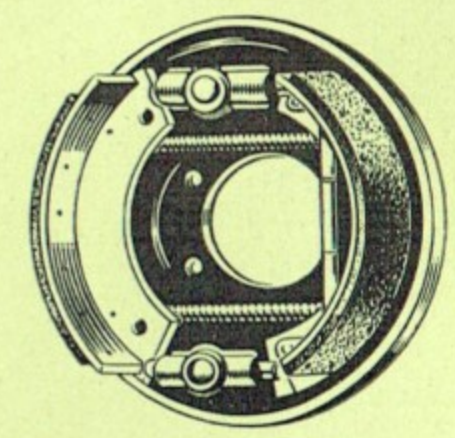
Thames' centrifugally-assisted clutch transmits full power **WITHOUT SLIP** at all operational speeds. In fact, grip is multiplied as speed increases. Nine springs in the pressure plate ensures easy, soft clutch action. Its sure transmission of power is realised at its true worth when the load is heaviest and the hill is long and steep.





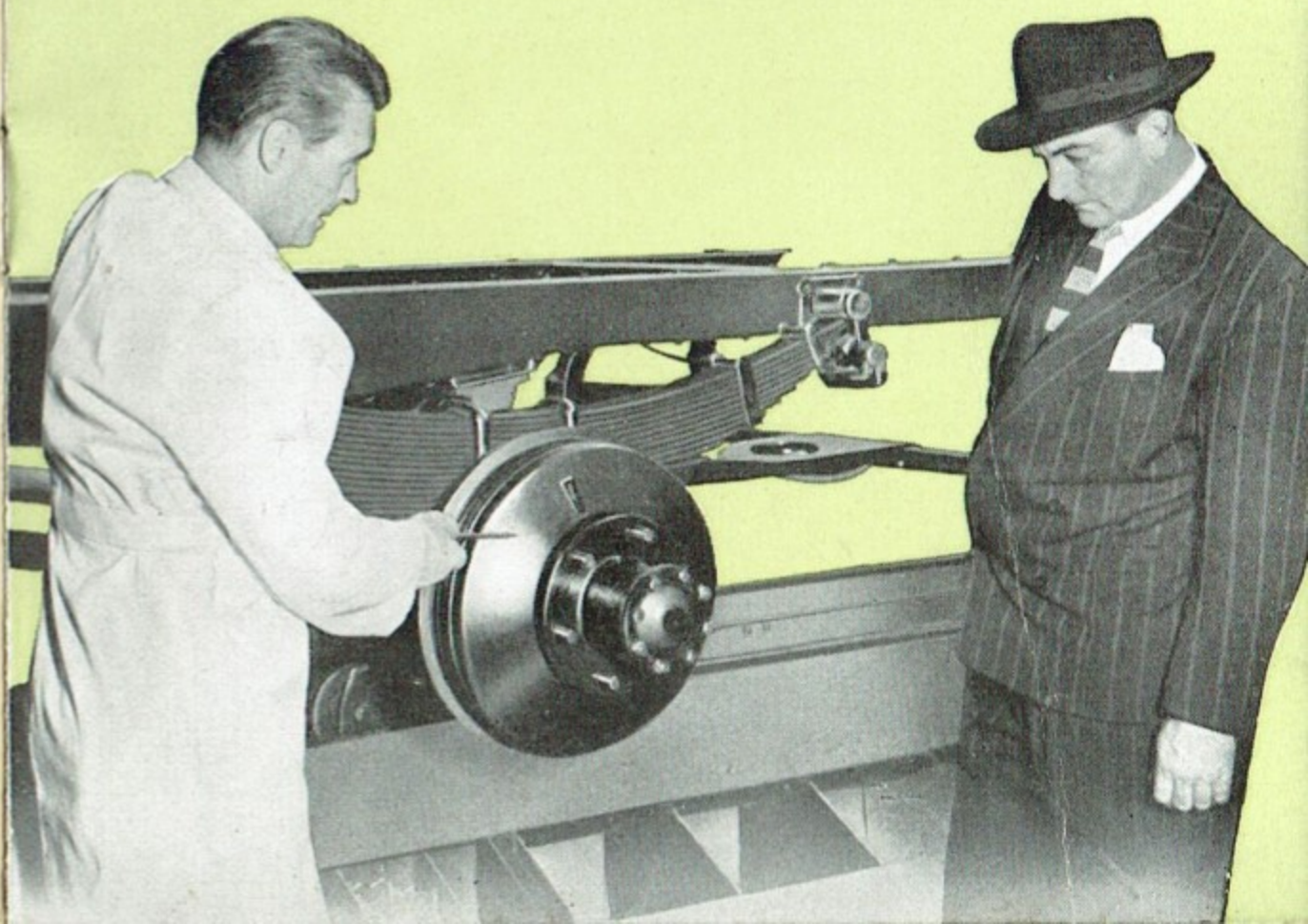
Big, Self Energising Hydraulic Brakes

Thames' hydraulic brakes are fully-self-energising. In 30 cwt., 2 ton and 3 ton models, 14 in. diameter brake drums are used. Total brake lining area, 273.6 sq. ins. 4½ ton models have vacuum (booster) assisted brakes; 16 in. diam. drums are used with a total brake lining area of 375 sq. ins. giving ample braking power under all conditions.



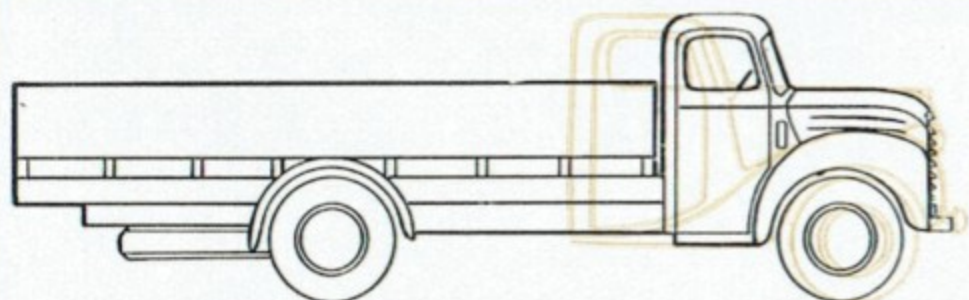
Powerful 4-Speed Gear Box

Thames' four-speed truck-sized Gearbox is built with the precision of Ford engineering. It is ratioed for ample power in every speed. All the shafts are mounted on ball and roller bearings that KEEP the gears correctly aligned and reduce frictional losses to a minimum . . . a helpful factor in running economy.




Extra load space!

Semi-forward mounted Cab



Thames' semi-forward control design provides the full cab room of a conventional truck, plus the extra load space that comes usually from full forward control design.

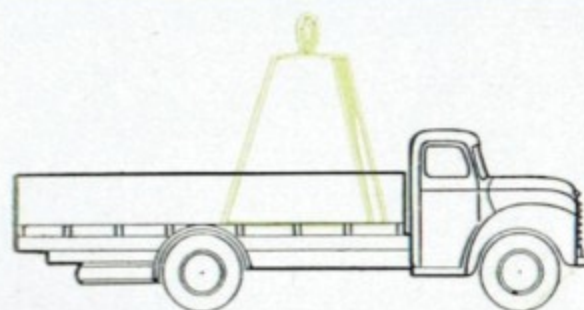
This extra space means extra carrying capacity on every trip . . . over the years it means so many extra loads!



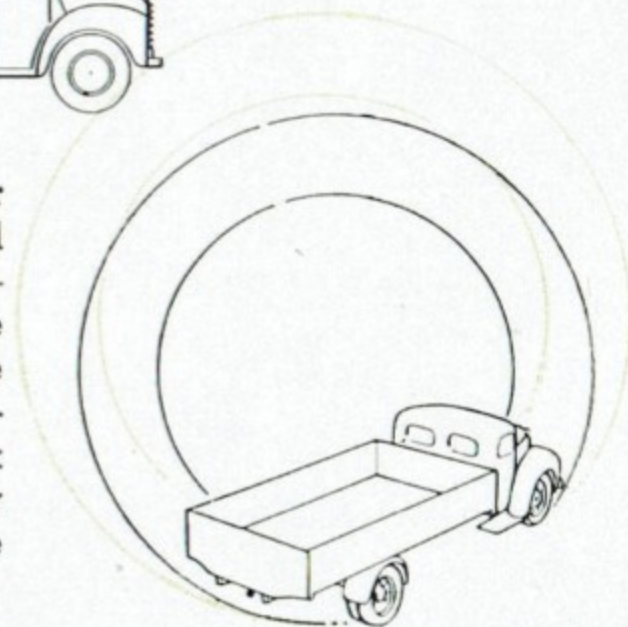
The designers of the larger Thames' tray had a definite objective . . . more room for the load, etc.

Extra manoeuvrability

Longer Thames Tyre Life



The tyres on your Thames truck will wear more evenly — last longer because the load is more evenly distributed between front and back axles, as is clearly indicated in the above diagram.



Easier handling

The shorter truck-length makes Thames easier to handle in traffic or narrow streets, and especially in backing and manoeuvring in awkward loading spots. As shown in the diagram, Thames' turning circle is smaller than that of conventional trucks.

Thames also has a low friction worm and roller steering control which simplify still further backing and turning.

Thames cabs are built for **EXTRA** traffic comfort

Safety is built into every feature of the Thames Cab. The body is of all-steel construction and the provision of big windows gives safe, extra-wide vision for backing and turning and manoeuvring in traffic. The steering wheel is set at the most convenient level. Handbrake is placed for quick operation right beside the driver's seat. Instruments are grouped together so that they can be read at a glance. And finally, the foot controls are placed and designed with the utmost simplicity so that fast operation is possible in an emergency. Cab doors may be locked.

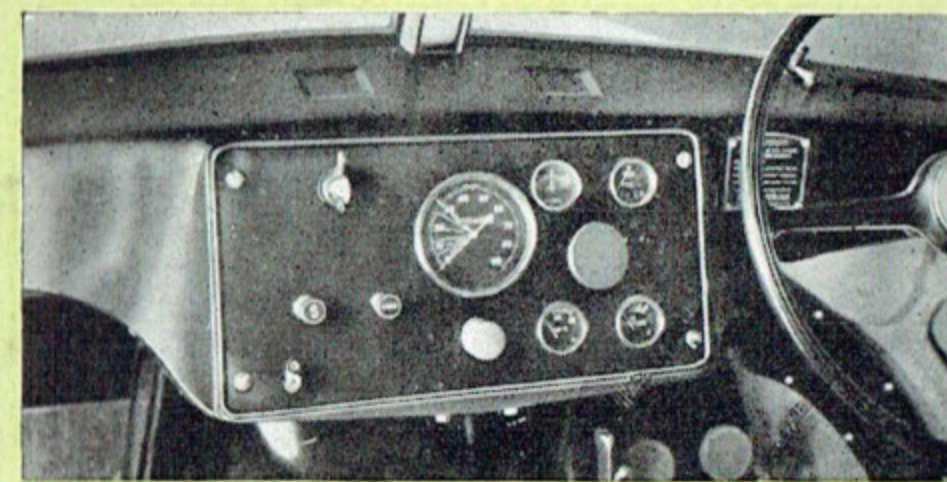


All controls are within easy, comfortable reach of the driver. The stout handbrake is right beside the driving seat.



The driver's windscreen opens and can be adjusted as desired to provide extra cab ventilation.

Thames' driving seat is upholstered and positioned for maximum comfort. There's plenty of leg room and head room, the doors are extra wide so that a big man can get in and out easily. The spacious windows give ample ventilation, and the driver's windscreen may be opened in hot weather for extra comfort. All these Thames comfort features combine to lessen the fatigue of long hours at the wheel. Thames' Cab is not only comfortable, it's good looking, too. Thames is a truck a man enjoys driving . . . a truck he's proud to drive.

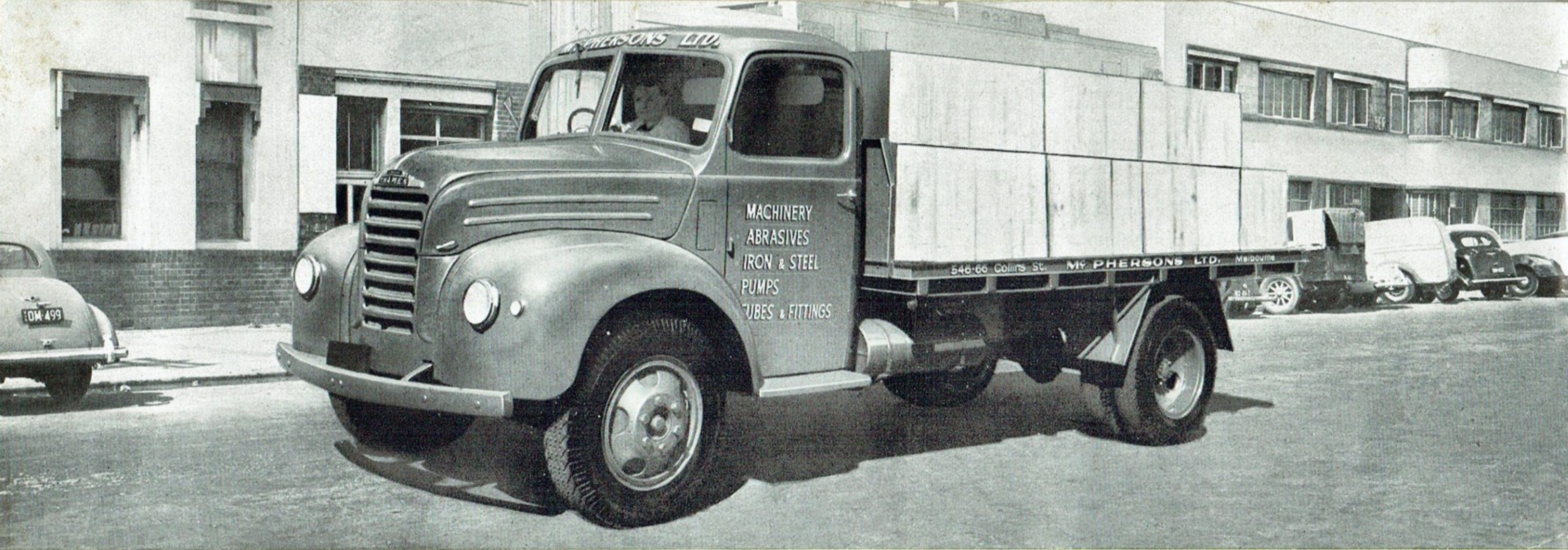


Instruments are grouped on neat, strong panel at best angle for quick reading without taking attention off the road.



The windscreen is designed in a semi-V shape to deflect glare. Broad windows give maximum visibility.





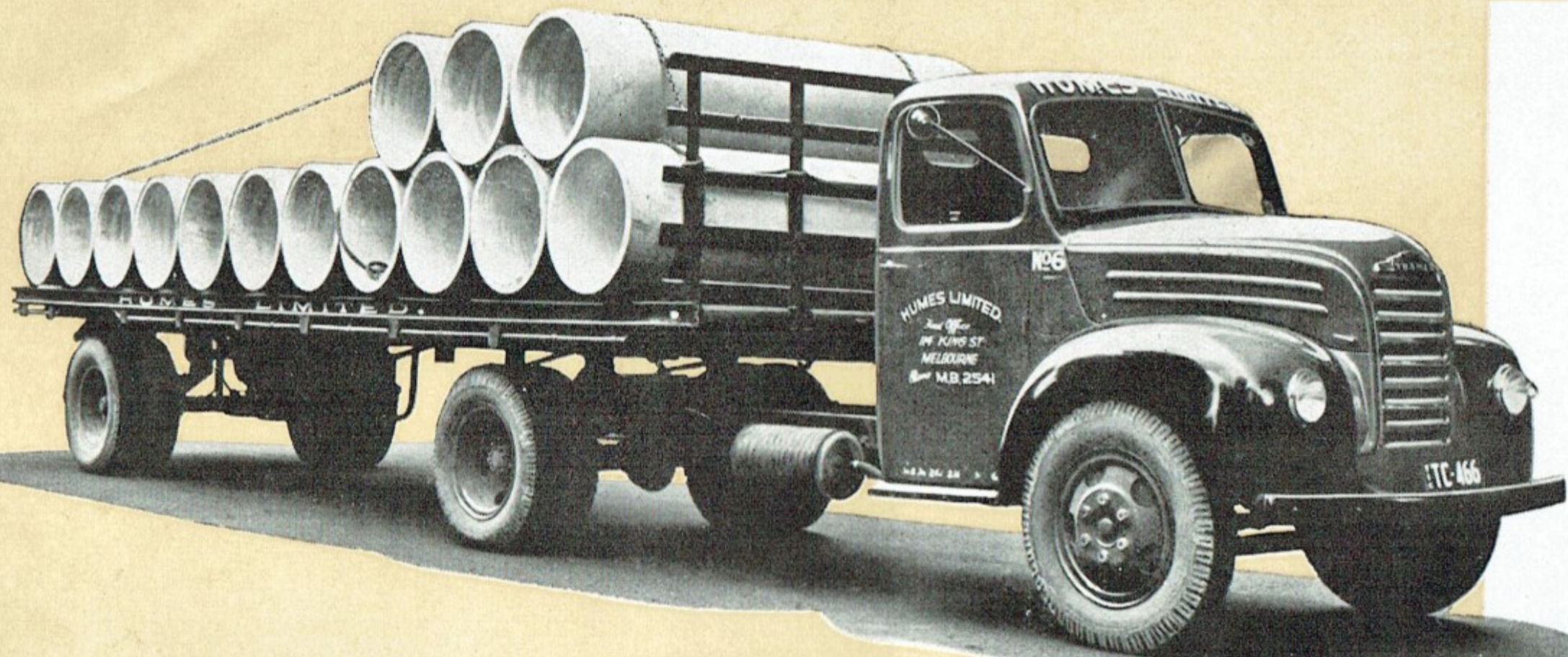
4½ Ton Thames Maximum G.V.W. - 16,500 lb.

Pictured here is a Ford Thames Tray Body at work for McPhersons Ltd. Wheelbase is 157". This is the ideal truck for this type of load, the semi-forward design affording extra carrying space. A surprising number of operators now rate the Thames as "No. 1 Truck" for this type of work where quick manoeuvring and instant power are essential. The Ford V8 engine sees to the power requirements and the chassis design facilitates turning and backing in narrow streets and alleys. Thames is Ford engineered throughout . . . one qualification alone to make it the leader of its class.

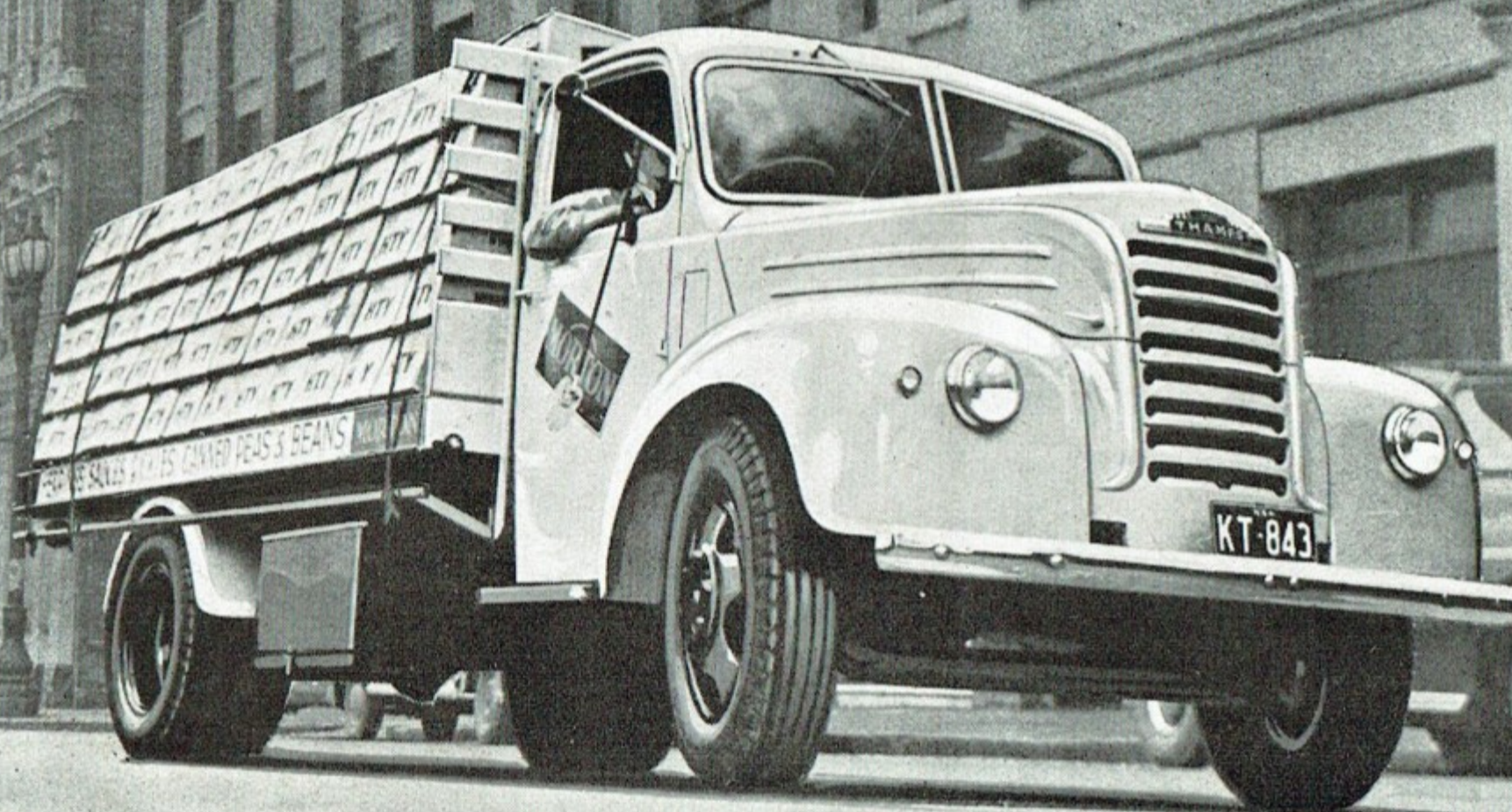
Brief Specifications

R.A.C. Engine Rating — 30.01 H.P.
Gross Vehicle Weight — 16,500 lbs.
2 Wheelbases — 157", 128".
2 Tray Sizes — 14½' x 7', 11' x 7'.
Tyres — six 7.50 x 20 x 10-ply, duals rear.
Overall Gear Ratios — 1st: 42.65 to 1;
2nd: 20.61; 3rd: 11.24; 4th: 6.67.
Rev.: 52.13.
Rear Axle Ratio — 6.67 to 1.

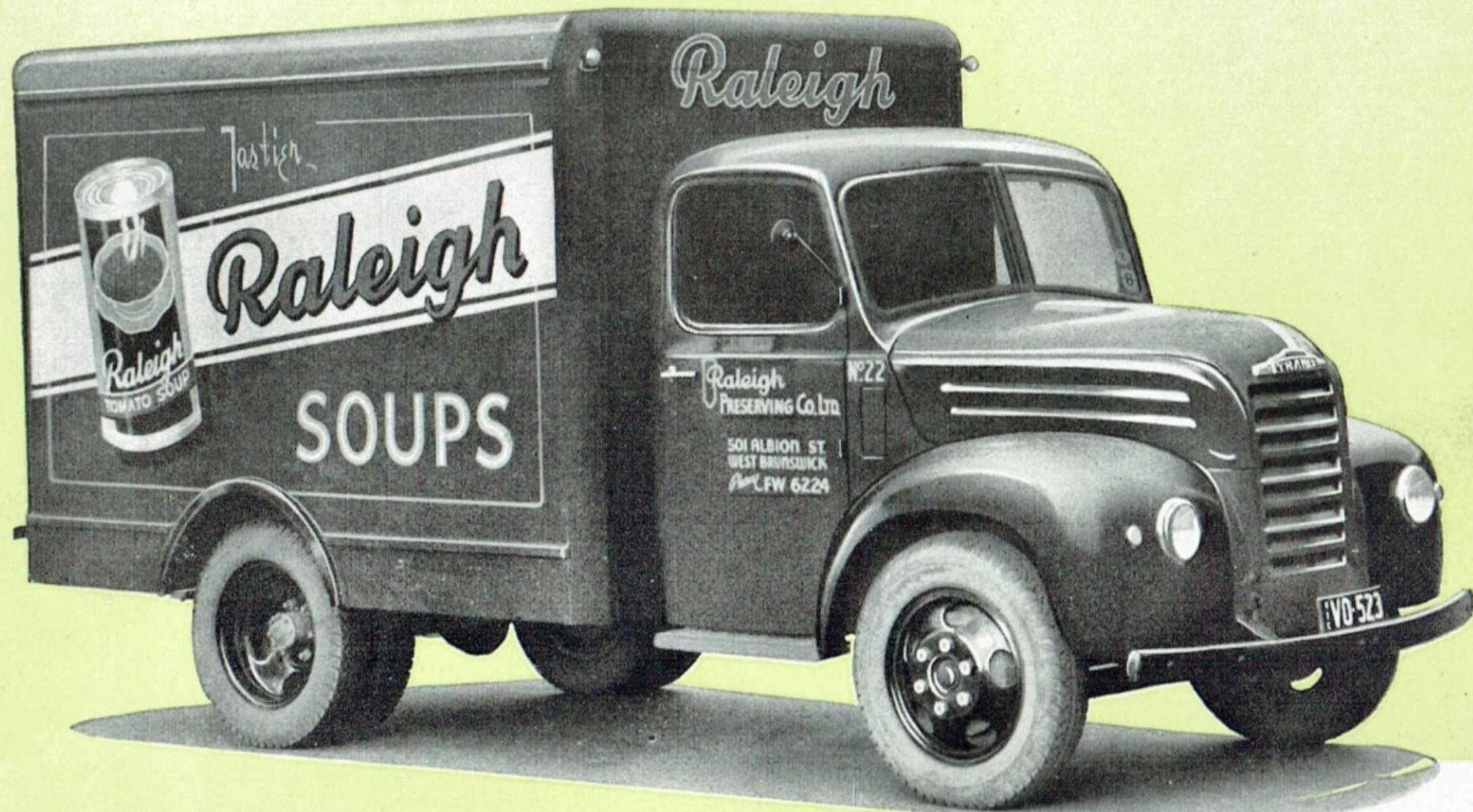




For the job of shifting concrete pipes, Humes Ltd., the famous pipe manufacturers, chose Ford Thames. Here you see the 157" Thames as the power unit for a semi-trailer (even from a photograph you can note that extra pay-load space). Again it gets back to the magnificently engineered Ford V8 engine . . . secret of Thames' fine performance and running economy.



With all its other advantages the Ford Thames is versatile. Here you see it with an ordinary tray body on general delivery work. With its shorter truck-length Thames can nose its way in and out of lanes and turn in a smaller space than conventional trucks . . . thanks to its smaller turning circle. Low friction worm and roller steering control simplify turning and backing still further. Is ideal for metropolitan delivery work.



3 Ton Thames

Maximum G.V.W.-12,000 lb.

It makes no difference to the versatile Thames Truck whatever the type of load. Shown here is a 3-ton Thames in service with the Raleigh Preserving Co. Ltd., makers of the famous Raleigh Soups. This is a good example of how Thames meets the requirements of a smart delivery van in addition to being the ideal vehicle for economical delivery. This van has exceptional loadspace and yet it is easily handled in narrow lanes and streets. The trend to Thames Trucks for this type of delivery proves that Thames is the ideal combination of performance and economy with smartness and ease of handling.

Brief Specifications

R.A.C. Engine Rating—30.01 H.P.
Gross Vehicle Weight—12,000 lbs.
Wheelbase—128in.
Tray—11ft. x 7ft.
Tyres—Six 7.00 x 20 x 8 ply (duals, rear).
Overall Gear Ratios— 1st: 42.65; 2nd: 20.61;
3rd: 11.24; 4th: 6.67.
Rev.: 52.13.
Rear Axle Ratio—6.67 to 1.





2 Ton Thames

Maximum G.V.W. - 9,800 lb.

Here, a well-known Tea is carried by a well-known Truck — the versatile Ford Thames. Lipton's smart delivery van has a lesson for all who run this type of delivery — it's the Semi-forward Control which means extra payload. Here is the ideal van for the stop-go suburban deliveries. Easy turning, cornering and parking are time savers, and despite the unavoidable idling in suburban traffic, the Thames is a petrol saver. It all adds up to that first essential in city and suburban goods delivery . . . low running cost. Ford Thames gives you just that.

Brief Specifications

R.A.C. Engine Rating — 30.01 H.P.

Gross Vehicle Weight — 9,800 lbs.

Wheelbase — 128".

Tray — 11' x 7'.

Tyres — Six 6.50 x 20 x 6-ply (Duals rear).

Overall Gear Ratios — 1st: 42.65; 2nd: 20.61; 3rd: 11.24; 4th: 6.67.

Rev.: 52.13.

Rear Axle Ratio — 6.67 to 1 with optional 5.83.





Thames 30 cwt.

Maximum G.V.W. - 8,624 lb.

The firm that made "Speed It Thru Stephens" a nation-wide slogan knows the answers on profitable truck performance. Here is a never-ending job demanding quick, low-cost clearance of goods from wharves and rail sheds with double-quick deliveries to city and suburbs. Pictured here is a 30 cwt. Ford Thames in the F. H. Stephens Pty. Ltd. fleet.

Brief Specifications

R.A.C. Engine Rating — 30.01 H.P.

Gross Vehicle Weight — 8,624 lbs.

Wheelbase — 128".

Tray — 11' x 7'.

Tyres — Four 7.00 x 20 x 10-ply.

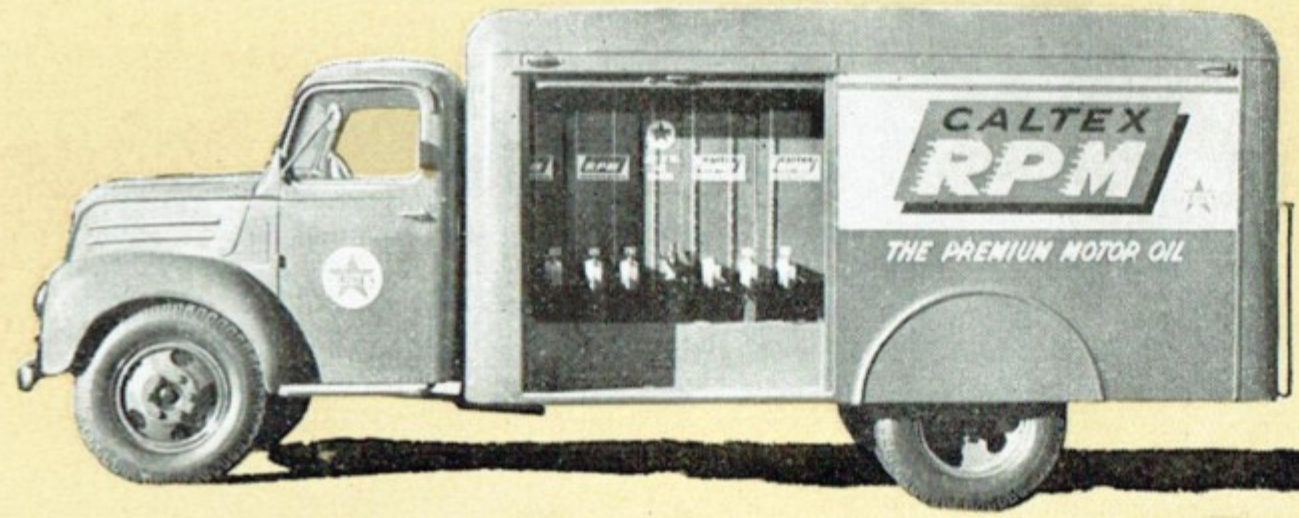
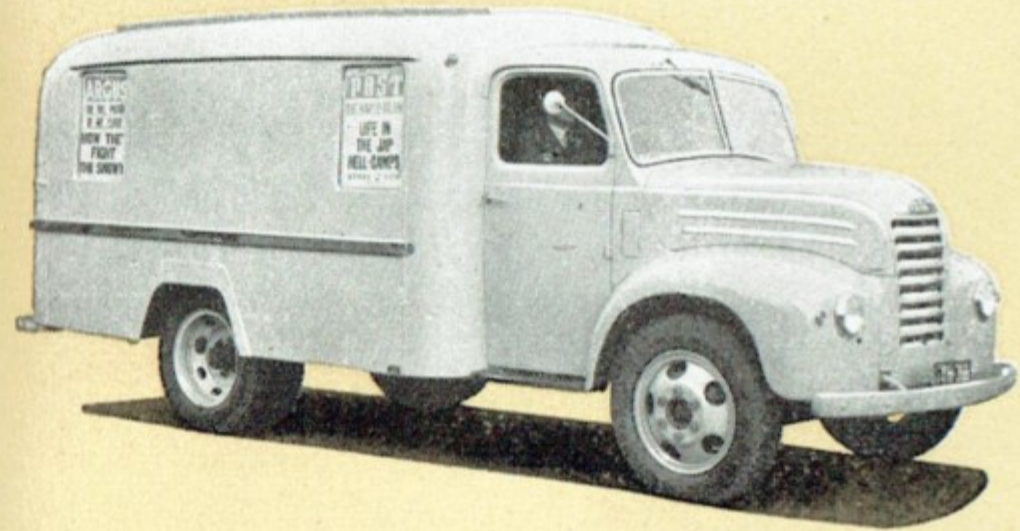
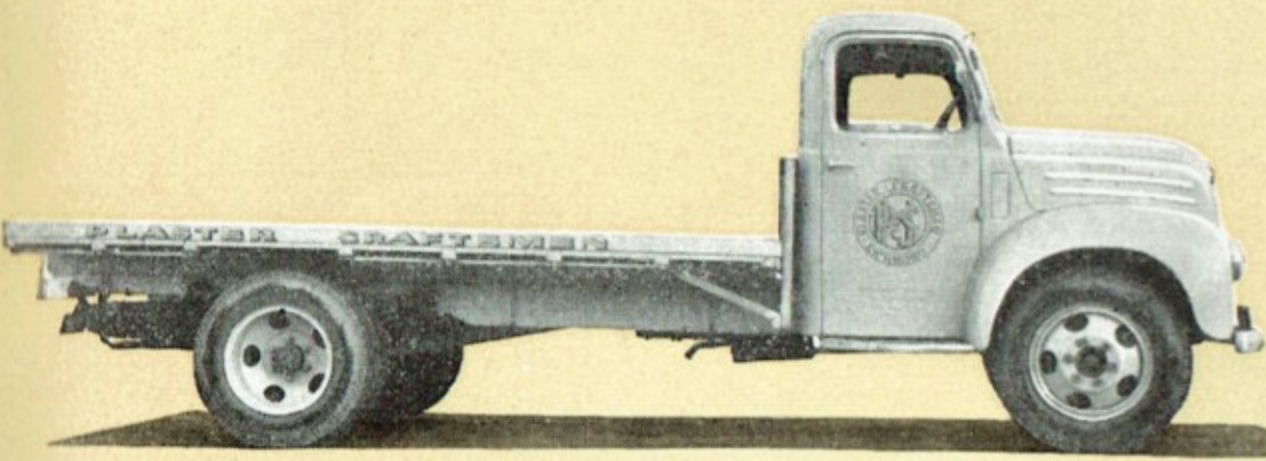
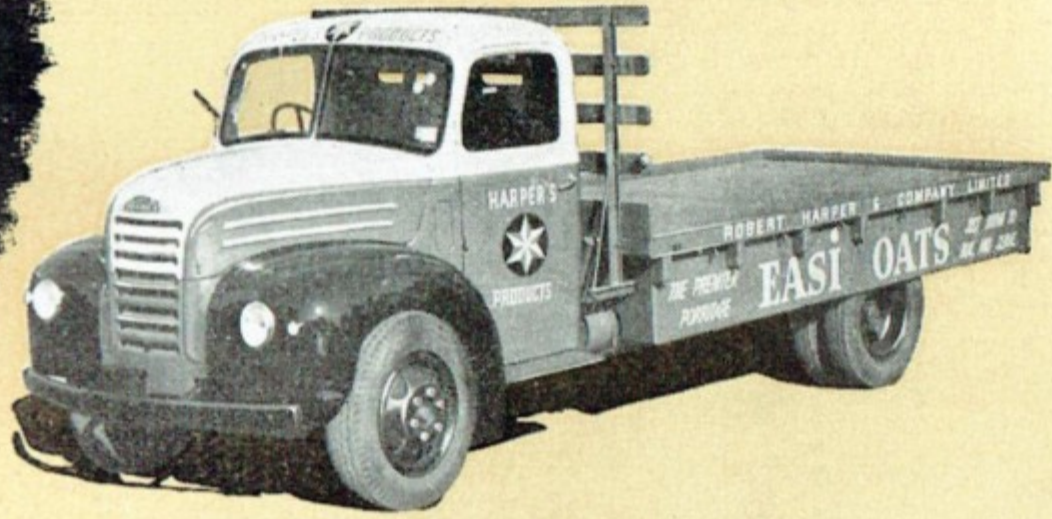
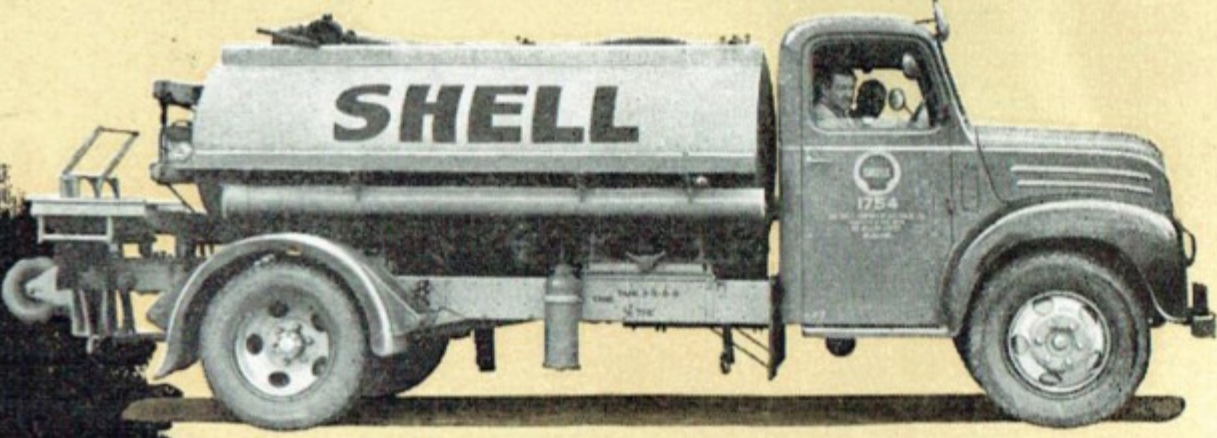
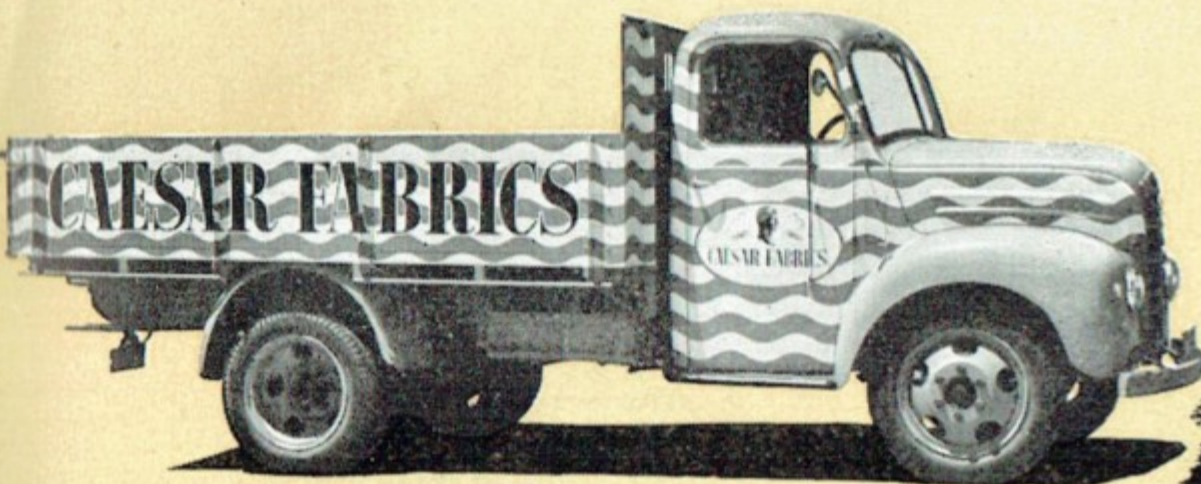
Overall Gear Ratios — 1st: 37.32; 2nd: 18.03; 3rd: 9.84; 4th: 5.83.

Rev.: 45.61.

Rear Axle Ratio — 5.83 to 1.



YOUR BUSINESS NEEDS THAMES TRUCKS TOO!



4¹/₂ TON

128 in. WHEELBASE

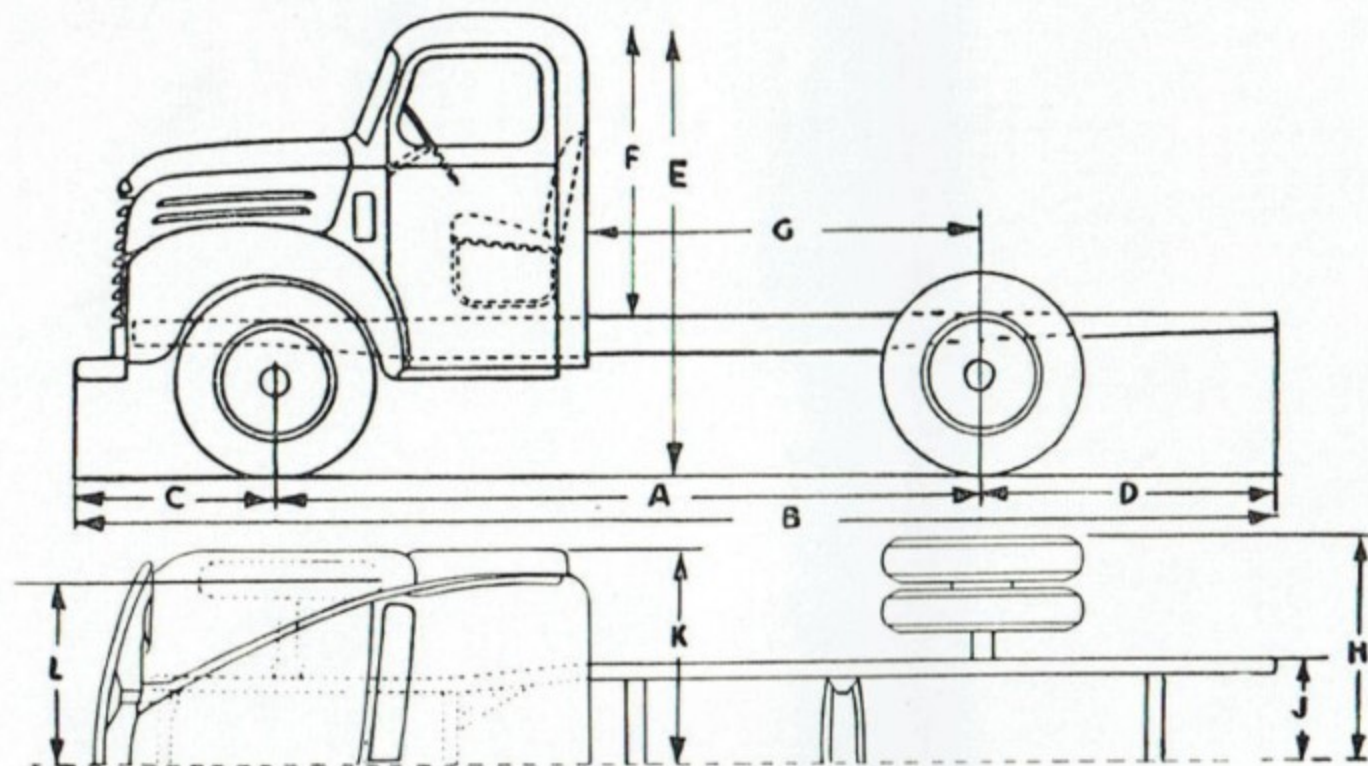
- (A) 128 in.
 - (B) 18 ft. $\frac{1}{2}$ in.
 - (C) 2 ft. $11\frac{1}{2}$ in.
 - (D) 4 ft. 5 in.
 - (E) 7 ft. 5 in.
 - (F) 4 ft. $9\frac{3}{4}$ in.
 - (G) 6 ft. 1 in.
 - (H) Overall with duals, 6 ft. 10 in.
 - (J) Overall, 3 ft. 2 in.
 - (K) Overall, 6 ft. 6 in.
- Track: Front, 5 ft. 10 in.
Rear, 5 ft. 5 in.

4¹/₂ TON

157 in. WHEELBASE

- (A) 157 in.
 - (B) 20 ft. $5\frac{1}{2}$ in.
 - (C) 2 ft. $11\frac{1}{2}$ in.
 - (D) 4 ft. 5 in.
 - (E) 7 ft. 5 in.
 - (F) 4 ft. $9\frac{3}{4}$ in.
 - (G) 8 ft. 6 in.
 - (H) Overall with duals, 6 ft. 10 in.
 - (J) Overall, 3 ft. 2 in.
 - (K) Overall, 6 ft. 6 in.
- Track: Front, 5 ft. 10 in.
Rear, 5 ft. 5 in.

DIMENSIONS OF THE THAMES RANGE



30 CWT.

128 in. WHEELBASE

- | | |
|-------------------------------|------------------------------|
| (A) 128 in. | (F) 4 ft. $9\frac{3}{4}$ in. |
| (B) 18 ft. $\frac{1}{2}$ in. | (G) 6 ft. 1 in. |
| (C) 2 ft. $11\frac{1}{2}$ in. | (J) Overall, 3 ft. 2 in. |
| (D) 4 ft. 5 in. | (K) Overall, 6 ft. 6 in. |
| (E) 7 ft. 4 in. | (L) 5 ft. 8 in. |
- Track: Front, 5 ft. 8 in. Rear, 5 ft. 5 in.

3 TON

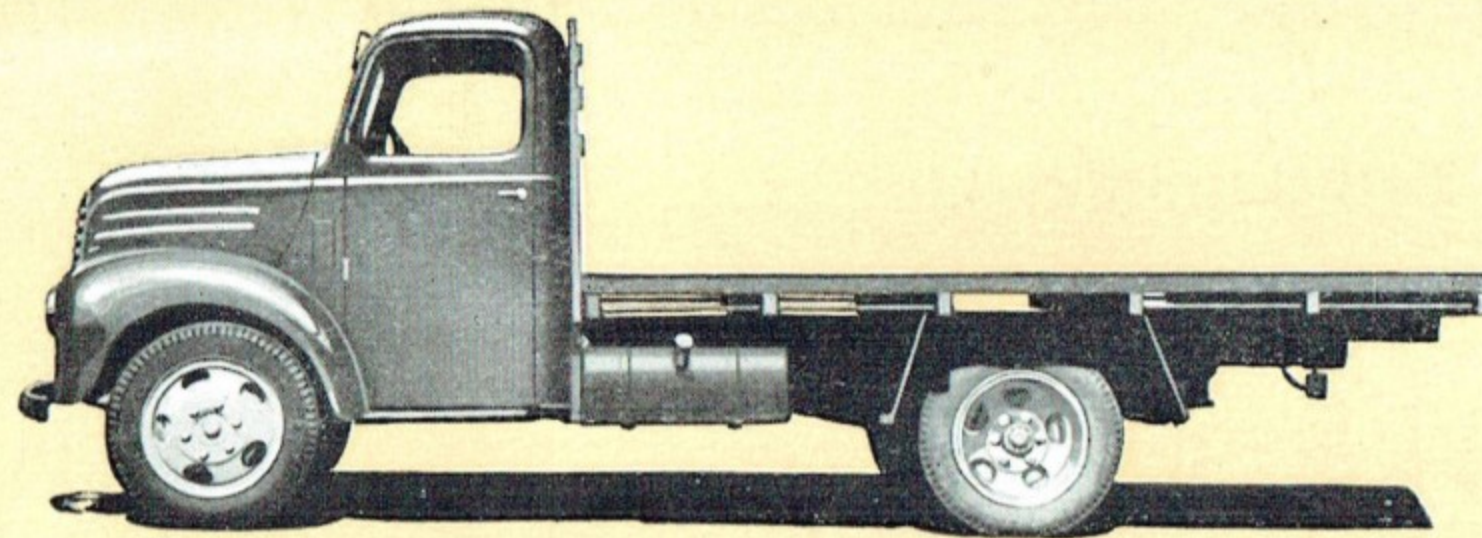
128 in. WHEELBASE

- (A) 128 in.
 - (B) 18 ft. $\frac{1}{2}$ in.
 - (C) 2 ft. $11\frac{1}{2}$ in.
 - (D) 4 ft. 5 in.
 - (E) 7 ft. 4 in.
 - (F) 4 ft. $9\frac{3}{4}$ in.
 - (G) 6 ft. 1 in.
 - (H) Overall with duals, 6 ft. 10 in.
 - (J) Overall, 3 ft. 2 in.
 - (K) Overall, 6 ft. 6 in.
- Track: Front, 5 ft. 8 in.
Rear, 5 ft. 5 in.

2 TON

128 in. WHEELBASE

- (A) 128 in.
 - (B) 18 ft. $\frac{1}{2}$ in.
 - (C) 2 ft. $11\frac{1}{2}$ in.
 - (D) 4 ft. 5 in.
 - (E) 7 ft. $3\frac{1}{2}$ in.
 - (F) 4 ft. $9\frac{3}{4}$ in.
 - (G) 6 ft. 1 in.
 - (H) Overall with duals, 6 ft. $7\frac{1}{2}$ in.
 - (J) Overall, 3 ft. 2 in.
 - (K) Overall, 6 ft. 6 in.
 - (L) 5 ft. 8 in.
- Track: Front, 5 ft. 8 in.
Rear, 5 ft. 5 in.



Thames Abridged Specifications

ENGINE : V-type 8-cylinder side valve. Bore, 3.06 ins. Stroke, 3.75 in. Capacity, 221 cu. ins. R.A.C. rating, 30 h.p. Compression ratio, 6.15 to 1. Two banks of 4 cylinders set at an angle of ninety degrees, cast integrally with upper half of crankcase. Detachable cast iron cylinder heads. Cast alloy steel camshaft operating in three large diameter bearings. Nickelchrome exhaust and special "Silchrome" alloy inlet valves. Mushroom and valve stems used in conjunction with barrel type push rods are precision set and require no adjustment during the normal life of the engine. Counter-balanced crankshaft of cast alloy steel. Three main bearings, total surface area 40.5 sq. ins. Aluminium alloy pistons. Engine suspension on flexible three-point rubber mountings.

LUBRICATION : Gear type oil pump delivering under pressure to camshaft main and connecting rod bearings. Piston pins and cylinder walls splash lubricated. Detachable "by-pass" oil filter fitted. Capacity of engine sump, 6½ pints.

COOLING SYSTEM : Thermo-syphon assisted by two water impellers. Four blade, 18 in. diam. fan. Capacity of cooling system approx. 4.81 gallons.

FUEL SYSTEM : Dual downdraft carburettor incorporating diaphragm type accelerator pump:—oil bath air cleaner fitted. Fuel supplied by mechanical pump driven by camshaft from 14 gallon tank on chassis side member.

IGNITION : Coil and distributor type ignition. Ignition advance controlled by vacuum brake. Firing order: 1, 5, 4, 8, 6, 3, 7, 2.

ELECTRICAL SYSTEM : Two-brush generator with constant voltage control.

CLUTCH : Centrifugally assisted dry single plate clutch 11 in. diam.

TRANSMISSION-GEARBOX : Four speed with all shafts operating on ball and roller bearings. Gearbox capacity, 4 pints.

REAR AXLE : Fully floating spiral bevel final drive with straddle-mounted pinion carried on roller bearings.

Rear Axle Ratio in all models (except 30 cwt.): 6.67 to 1. 30 cwt.: 5.83 to 1.

Overall Gear Ratios:

for all models (except 30 cwt.)—

1st: 42.65 to 1.

2nd: 20.61 to 1.

3rd: 11.24 to 1.

4th: 6.67 to 1.

Reverse: 52.13 to 1.

and for 30 cwt.—

1st: 37.32 to 1.

2nd: 18.03 to 1.

3rd: 9.84 to 1.

4th: 5.83 to 1.

Reverse: 45.61 to 1.

STEERING : Worm and roller type. Ratio 18.7 to 1.

BRAKES : Hydraulically operated full self-energising, vacuum assisted. Footbrake operates on all four wheels. Handbrake operates on rear wheels only. Drum diameter 16 ins.

SUSPENSION : Longitudinal semi-elliptical springs forward and rear. Double acting hydraulic shock absorbers standard on front axle.

TYRES :

4½ ton—6 tyres—7.50 x 20 x 10 ply (duals).

3 ton—6 tyres—7.00 x 20 x 8 ply (duals).

2 ton—6 tyres—6.50 x 20 x 6-ply (duals).

30 cwt.—4 tyres—7.00 x 20 x 10 ply.

ELECTRICAL EQUIPMENT : 6 volt battery. Headlamps with twin filament bulbs, side lamps, stop and tail lights, instrument panel indirectly lit, constant voltage control.

GENERAL EQUIPMENT : Ammeter, speedometer, fuel, water temperature, oil pressure and vacuum gauges. Electric windscreen wiper. Front bumper. All steel cab. Lock on right-hand door.

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 V8 Engine Exchange Plan

Sometime during the long life of the Ford V8 Engine in your Thames you may feel it deserves an overhaul. Who could do this better than the factory that built the engine? So to save laying up your truck, Ford have a special Engine Exchange Plan. You simply notify your Ford Dealer, and a re-conditioned engine arrives from the Ford Plant. Your truck is off duty only while the engine is being changed. Simple? It's a sound, money-saving plan, too!

Ford's Prompt Nation-wide Service

The Australia-wide chain of Ford Dealers have specialised knowledge of Ford Thames. Supplies of genuine Ford Spare Parts are also available when and where you need them. Even if you have no specific need, make Ford Service a periodical habit . . . it will pay you by ensuring maximum life and service from your truck.



FORD MOTOR COMPANY OF AUSTRALIA PTY. LTD.

GEELONG, VICTORIA



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FORD MOTOR COMPANY OF AUSTRALIA PTY. LTD.

GEELONG, VICTORIA



Thames

**V8 POWERED & FORD ENGINEERED
FOR ENDURING SERVICE**

Warner