

Presenting the new British Bedford



Three big men can ride in comfort!

NEW CAB gives outstanding vision, comfort, for better driver efficiency

BIG WINDSCREEN AREA One vast pillarless curved windscreen really opens up the road ahead and around. It's really wide, and deep. Slimmer side pillars greatly reduce 'blind spots.'

BIG WINDSCREEN WIPERS To match its big windscreen, long, curved windscreen blades pivoted well apart, maintain ample vision in bad weather.

NEW SLOPING BONNET

The new sloping bonnet allows 'steep angle' forward vision. Both fenders are in easy view of the driver—a practical advantage on today's crowded roads and congested loading areas.

"FULL CIRCLE" REAR VISION The new Bedford cab rear quarter windows give unobstructed vision. No need for scraped duco, awkward manoeuvring, the

driver's in the 'box seat'! Drivers can conveniently check load security on rough roads.

MORE COMFORT Walk-in, walk-out It's as easy as that in this modern, spacious, cool cab. Steering and controls are well positioned with key starting and conveniently grouped instruments, folly wind-down windows, improved ventilation with plenum chamber that allows air to circulate but keeps moisture out of the cab. It's truly the driver's pride and joy . . . that means more efficiency for you!

LONGER LIFE CAB Bedford's three point rubber mounted cab is insulated from the effects of vibration and road shock—an important feature for longer cab life, and greatly contributing to driver comfort.







DOUBLE-SAFE BRAKING

In addition to the double safety of Bedford's Tandem Master Cylinder, which automatically compensates for brake line failure, braking area and distribution are improved with larger drums front wheels only, and large



bore in wheel cylinders in front only. This gives more powerful stopping and greater stability in emergency stops. Vacuum servo assistance makes light work of heavy-load braking when the engine is running. Pedal pads are larger for even greater driving safety.

BEDFORD'S OWN 2-SPEED REAR AXLE

The Bedford two-speed axle has the right load rating, the right engineering characteristics and ratios; long life, hypoid pinion, positive double-line, vacuum actuated ratio shifting adds to the pulling power and economy of this fine model. The Bedford two-speed rear axle offering final drive ratios 6-Migh 6.40:1 and low 8.72:1 is available as an optional extra on all models.



BEST YET FEATURES

GIVE YOU MORE WORK FOR YOUR MONEY!

SMALLER TURNING CIRCLE Providing greater manoeuvrability in confined loading bays and easier handling on today's congested roads, the new Bedford turning circle is smaller and easier. This means minutes saved at every turn—more profitable operation for you!

SMOOTH STURDY GEARROX To match Bedford's high power-weight ratio, the gearbox provides outstanding economy with maximum use of Bedford's low-reving high-torque output. This rugged yet smooth 4 speed 'controlled' synchromesh gearbox is a joy to use! White better handling. The performance, more with the properties of the properties of the protain the properties of the properties of the protain the properties of the protain the properties of the protain the protain trucking.

HIGH CAPACITY REAR AXLES Rated capacity is 17,000 lb, for single speed and 18,000 lb, for 2 speed rear axles, giving rugged reliability over bad surfaces and with greater loads.

GRADED SUSPENSION Bedford's suspension is specially designed to give better riding under all load conditions, and provide good fender-to-tyre clearance.

TOUGH CHASSIS Extra deep side members with rigid cold-squeeze riveted cross members give greatest impact resistance and longer life.

FINAL DRIVE PROTECTION An adjustable thrust pad in the final drive housing in both single and 2 speed axles prevents crown wheel deflection under heavy loads. Further proof of Bedford's attention to the truck operator's needs.

PLUS BEDFORD PROVED PERFORMANCE Over a quarter of a century of truck building backs Bedford's engineering. A million users throughout the world, and over 25 years' acceptance in Australia resulting in today's sales leadership prove them.

BEDFORD WORK POWER **MEANS BUSINESS** MORE POWER FOR PROFIT

FROM TWO FAMOUS ENGINES

Here are hard working units, improved year by year, and proved by a million Bedford owners throughout the world. The 4 and 5 tonners are powered by the 214 in, 6 cylinder petrol engine, famed for its flat topped torque output with a rating of 100 b.h.p. Economy, too, is the byword of this mighty Bedford engine.

The mighty 300 inch 133 b.h.p. engine powers the 6 tonners. Its exceptional torque output of 267 lb. ft. gives it the capacity you need to pull more - and keep pulling. In both engines, manifold and ports are designed for more efficient breathing. Down draught 6 phase carburettors are misers on petrol, give sure starting on gradients.

Aluminium alloy pistons lessen bearing load, fully floating piston pins and a rocker gear with single-piece shaft further lengthen engine life.

Strong feature of these fine motors is their capacity to pull more - and keep pulling at low revs; as well, Bedford built-in tradition of truck engineering leadership adds up to complete dependability.

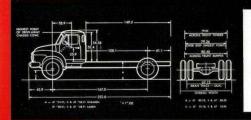
Tested, proved, worked over your type of country, under your conditions, these are engines you can put your faith in.

ENGINE DATA 214 INCH O.H.V.

Bore: 3.375 in. (85.72 mm.). Stroke: 4.0 in. (101.6 mm.). Compression ratio: 6.75 to 1. Capacity: 214.7 cu. in. (3.519 c.c., Maximum b.h.p.: 100 at 3.60 Maximum torque: 184 lb. ft. at

ENGINE DATA 300 INCH O.H.V.

Bore; 33h in, Stroke: 444 in. Compression ratio: 6.6: 1, Capacity: 300.7 cu. B.H.P. gross at 3,400 r.p.m., 133, Torque gross at 1,200 r.p.m., 267 lb. ft.



ADAPTABLE WORKERS IN TRUCKINGS BIGGEST FIELD

The 4 tomer is powered by the 244 inch engine and, with heavier expectity Ore states goes to 2 ton capacity. The 6 to inner, with further and the control of The 4 tonner is powered by the 214 inch engir

NEW BRITISH BEDFORD, 4, 5 and 6 Tonners

Best proposition in the "bonus" pay load class!

BIG PAYLOAD. This is really Bedford value at its best. A low initial cost vehicle with one of the greatest payload for kerb weight ratios in its class — and brisdling with besiness-building Bedford (features).

NEW CAB DISION. A new low bonnet line, greater glass area all round, big increase in windscreen size, plus improved cab ventilation and cab lyout make these cubs amona the best for driver comfort and efficiency on the road today.

SAFETY PLUS. Outstanding driving vision, excellent stability and Bedford's new powerful braking adds up to greater safety all round for driver and load.

OUTSTANDING ECONOMY. Bedford's proven record of economy is maintained with this rugged new model. The gearbox provides outstanding economy with maximum use of Bedford's low revving, high torque output. In addition, the Bedford three-noiset rubber mounted cab gives better riding and longer life.

PROVED REPUTATION. Proved by over a million users throughout the world, Bedford has given unflagging service under every condition of road and climate.



Note new front end sheet metal treatment, and big windscreen area . . . terrific forward view over sloping bonnet, too.

SPECIFICATIONS J5 - 4, 5 and 6 Tonners

ELECTRICAL: Coll and distributor, 12-vost electrical notes, with sends pole suring. A control of the cont

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HEADLAMPS: Flads mousted with sailed from pro-fecus light units. Double filament pre-focus lasts for couble discour Pool discour switch. SIDS, & REAR LAMPS: Purking lawers. Combined PHENGS: Semi-elliptic. Front: 45 in. x 225 in. 1 leaves, design lead, 2,500 fs. Rear: 60 in. x 50 in. 9 main Jenves, 3 Sevendary, 7 inciper. WIDTH LAMPS: As required by State Reculations THE COMPLETE RANGE OF THE MIGHTY BEDFORD COMMERCIALS INCIDE BIAS AVIEL 6 V W TEAR AXIS G.V.W. 1,450 RATIO Tens Cut 7 101 2007 5/18 cwf 200 583.1 9 00 161" 0 8.8.72 300 15 86" 6.40-1 6.40 GCW 15 ton 10 cwt. (std. axle) 17 tons (2-axeed axls) * Special Order only, * Chassis & Covt. 6.43-1 179*

GENERAL MOTORS-HOLDEN'S LTD. BRISBANE, SYDNEY, MELBOURNE, ADELAIDE, PERTH.

NEW BRITISH BEDFORD, 4, 5 and 6 Tonners

SPECIFICATIONS J5-4, 5 and 6 Tonners

Best proposition in the "bonus" pay load class!

BIG PAYLOAD. This is really Bedford value at its best. A low initial cost vehicle with one of the greatest payload for kerb weight ratios in its class - and bristling with business-building Bedford features!

NEW CAB DESIGN. A new low bonnet line, greater glass area all round, big increase in windscreen size, plus improved cab ventilation and cab layout make these cabs among the best for driver comfort and efficiency on the road today.

SAFETY PLUS. Outstanding driving vision, excellent stability and Bedford's new powerful braking adds up to greater safety all round for driver and load

OUTSTANDING ECONOMY. Bedford's proven record of economy is maintained with this rugged new model. The gearbox provides outstanding economy with maximum use of Bedford's low revving, high torque output. In addition, the Bedford three-point rubber mounted cab gives better riding and longer life,

PROVED REPUTATION. Proved by over a million users throughout the world, Bedford has given unflagging service under every condition of road and climate.

ENGINE — 4 and 5 TONNERS: 214 cu. in. Six o'linder in-line type with push red operated overhead surbes in detailable based, or a construction of the control bushed with bronze to take piston pin. Three

ENGINE - 6 TONNER: 300 cu. in. six cylinder ENGINE—6 TONNER: 300 ctt. in. six evinider in-in-line type with push rod operated overhead o mounted as one unit with gearbox on three widely spaced rubber insulated bearers. Slip-fit cylinder liners of centrifugally cast alloy iron. Seven bear-ing crankshaft. Induction hardened journals and crankpins. Replaceable steel-backed copper-lead main and big end bearings. Aluminium alloy pis-tons with oval-ground tin plated skirts. Four high pressure type rings per piston. Top ring chromium

CRANKCASE VENTILATION: Induced by suc

ENGINE LUBRICATION: High pressure auto-ENGINE OIL CAPACITY: 214 cu. in, engine — 12 Imp. pints. 300 cu. in. engine — 14 Imp. pints

FUEL TANK CAPACITY: 20 Imperial gallons. CARBURETTOR: 4 & 5 ton—Zenith 37VNR— Governed at 3,500 r.p.m. 6 ton—Zenith 48 VIR— Governed at 3,200 r.p.m.

Governed at 3,200 r.p.m.

RADIATOR: Core thickness, 2.5 in. 4 and 5 ton

—pressurised. Capacity, 29.5 pints. Radiator frontal

area, 394.6 sq. ins. 6 ton —pressurised capacity,
35 pints. Radiator frontal area, 441.79 sq. in.

Pressure type filler cap — 3.5 to 4.5 lb, per sq. in.

Coolant boiling point, 221-224 deg. F. COOLING: Circulation by centrifugal pump. adjusting spring-loaded water seal. Jets directed around exhaust valve seats and spark plug bosses. Thermostatic control. ELECTRICAL: Coil and distributor, 12-voit elec

trical system with single nole wiring. HEADLAMPS: Flush mounted with sealed front pre-focus light units. Double filament pre-focus bulbs for double dipping Foot dipper switch. SIDE & REAR LAMPS: Parking lamps. Combined WIDTH LAMPS: As required by State Regulations

> /18 cw 119

30 cwt.

2 ton

3 ton

3 ton

4 ton

4 ton

4 ton

5 ton

5 ton

6 ton

BATTERY: 4 ton and 5 ton models—12 volt, amp. hrs. 61 (Exide), 53 (Clyde), 6 ton model—12 volt, 76 amp. hrs. TRANSMISSION

CLUTCHES: Single dry plate with spring loaded centre. 214 cu. in. engine, 10" dia., area 96.63 sq. ins. 300 cu. in. engine. 12" dia., area 136.06

GEARBOX: Four forward speeds, one reverse. Synchromesh on 2nd, 3rd and top. Ratios — 1st 7.059:1, 2nd 3.332:1, 3rd 1.711:1, top direct, re-verse 7.059:1. Capacity 6.5 Imp. pints. Stan-dard 3.A.I. power take-off opening on left side oard S.A.F. power loke-off opening on left side (DRIVE LINE: Two open propoliot shafts with price Hardy Solver roller bearing universal joints, price of the proposition of the proposition of the starty integral with driving frances, can be have accorded to the proposition of the sharty integral with driving frances, can be have accorded on caper roller bearings. Hypoid coulde row taper roller bearing and a doubtle roll of the proposition of the proposition of the start roller bearing and a doubtle roll of the proposition of the proposition of the start roller bearing and a doubtle roll of the proposition of the proposition of the doubtle roll of the proposition of the proposition of the doubtle roll of the proposition of the proposition of the doubtle roll of the proposition of the proposition of the doubtle roll of the proposition of the proposition of the doubtle roll of the proposition of the proposition of the doubtle roll of the proposition of the proposition of the doubtle roll of the proposition of the proposition of the doubtle roll of the proposition of the proposition of the doubtle roll of the proposition of the proposition of the doubtle roll of the proposition of the proposition of the doubtle roll of the proposition of the proposition of the doubtle roll of the proposition of the proposition of the doubtle roll of the proposition of the proposition of the doubtle roll of the proposition of the proposition of the proposition of the doubtle roll of the proposition of the proposition of the proposition of the doubtle roll of the proposition of

CAB
All-steel welded construction in one unit built on
a rigid sub-frame of box grider construction with
detachable exterior panels for easy replacement.
Floor is one-piece steel pressing with access to
chassis components. Rubber mats. Dust seals and weather strips in doors. Interior roof lamp.

DOORS: All steel construction. Fingergrips on inner panels. Detachable panels for access to inner panels. Delachable panels for access to window mechanism and door lock. WINDOWS: Large, sloping, one-piece windscreen. Hinged no-draught windows in front quarters of doors. Large rear windows and curved rear side windows, Wind-up windows in doors. COOLING AND VENTILATION: Large cow! ventilator operated by push-pull control on instru-ment panel. Built-in de-mister ducts. LOCKERS & STOWAGE: Glove box with hinged cover in facia panel. Tool locker beneath seat. CAB MOUNTING: Cab, fenders and front end sheet metal are mounted on box girder sub-frame attached to chassis at three rubber insulated mounting points

CHASSIS SPRINGS: Semi-elliptic. Front: 45 in. x 2.25 in. 10 leaves, design load, 2,500 lb. Rear: 60 in. x 2.50 in. 9 main leaves, 3 secondary, 7 helper, FRAME: Deep channel side members 8.88 in. : SHOCK ARSORBERS: Double acting hydraulic STEERING: Of semi-irreversible worm and sector type rigidly mounted on chassis frame side member. Ratio 25.5:1.

STEERING WHEEL: Diameter 17.31. STEERING BALL JOINTS: Self-aligning and self-STEERING BOX CAPACITY: 2 Imp. pints.

TURNING CIRCLE DIAMETER: 52 ft. BRAKES: Hydraulic on four wheels by tandem master cylinder operated by foot pedal. Vacuum-servo assisted. Brake shoes zine plated to prevent rusting. Cast iron alloy brake drums. Total lining area; 435.6 sq. ins.

BRAKE MASTER CYLINDER: Incorporating two pistons in tandem, formed integral with reservoir for hydraulic fluid. The master cylinder operates the two systems as one. FRONT BRAKES: Automatically equalised by hydraulic pressure. Shoe adjustment by cam type

Screw type adjusters accessible through brake flange

HANDBRAKE: Operates rear brakes only by cable and rods connected to the bisector expander units. and rods connected to the bisector expander units.

WHERLS: Pressed sted disc wheels, detachable at hub. Wide base rims. Split spring steel locking rings. Nuts rust-proofed by plating. Right-hand threads on right side of chassis, left-hand threads on left of chassis. Chain clearance for all tyres. B. 6.00 x 20, offset 5.10.

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TYRES; 4 ton — 6.7.50 x 20 x 10 ply rating. 5 ton — 68.25 x 20 x 10; option 12 ply front and car. 6 ton — 28.25 x 20 x 10 front, 48.25 x 20 x 12 rear; option 12 ply front.

PARE WHEEL CARRIER: Located under rear of

chassis frame. STANDARD EQUIPMENT: Bonnet, cowl, instru STANDARD EQUIPMENT: Bonnet, cost, instru-ment panel, instruments, wiring, cos and blood panels, button the first panel of the panel button to be particularly to the panel button, which wheels and tyres: Justel wheels, for true. I tool as consisting of 51st adjustable sexued, spark play, combined to particularly the panel button, to the combination plays, severablers, hummer, jack and handle, tree pump, wheel nut werend, owner strained to the panel button, the panel button, the mandabiled support, twin tract vision mitrors, sour visor, interior lamp, etc.

THE TROJAN HOIST: The "Trojan" hydraulic tipping hoist has been specially designed by GMH for your Bedford. Ask your Dealer for full details.

CAPACITY

300"

7 ton

7 ton

156" 300"

156" 300

216" 300"

120" 214

120" 214"

86" 300"

17 tons (2-speed axle) * Special Order only, O Chassis & Cowl.

4, 5 and 6 Tonners

Presenting the new **British Bedford**

THE COMPLETE RANGE OF THE MIGHTY BEDFORD COMMERCIALS

CAPACITY

214"

300

300"

102" 15 cwt.

143"

143"

167" 214"

167" 214"

167" 300"

167" 300"

155"

RATIO

5.28:1

5.43:1

5.43:1 6.2:1

6.2:1

7.4:1

7.4:1

6.4/8.72

6.4/8.72

& 8.72:1

6.40:1

6.40-1

& 8.72:1

6.40:1

& 8.72:1

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Note new front end sheet metal treatment, and big windscreen area . . . terrific forward view over sloping bonnet, too.

CENERAL MOTORSHOLDEN'S LTD.

Copyright, all rights reserved. A.E.K.-30M-6/60

RATIO Tons Cwt. ±10 15

110 15

9 00

CCW

GCW 14 15

14 15

6.40:1

6.8:1

6.40:1

& 8.72:1

6.8:1

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7.4:1

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8 8 72

6.8:1

Printed in Australia.



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The mighty 300 inch 133 b.h.p. engine powers the 6 tonners. Its exceptional torque output of 267 lb. ft. gives it the capacity you need to pull more - and keep pulling. In both engines, manifold and ports are designed for more efficient breathing. Down draught 6 phase carburettors are misers on petrol, give sure starting on gradients.

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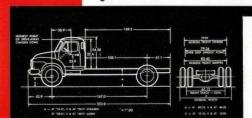
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ENGINE DATA

214 INCH O.H.V. Bore: 3.375 in. (85.72 mm.). Stroke: 4.0 in. (101.6 mm.). Compression ratio: 6.75 to 1. Capacity: 214.7 cu. in. (3.519 c.c.) Maximum b.h.p.: 100 at 3.60 r.p.m. Maximum torque: 184 lb, ft 1.200 r.p.m.

ENGINE DATA 300 INCH O.H.V.

Bore: 3% in, Stroke: 414 in. Compression ratio: 6.6: 1. Capacity: 300.7 cu. in. B.H.P. gross at 3,400 r.p.m., 133. Torque gross at 1,200 r.p.m., 267 lb. ft.



ADAPTABLE WORKERS IN TRUCKINGS BIGGEST FIELD

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IT PAYS TO BUILD YOUR BUSINESS ON BRITISH BEDFORD