

MORE LOADS PER DAY

British Overland
Crossley
25-CWT. TRUCK



Manufactured by WILLYS OVERLAND CROSSLEY LTD., Heaton Chapel, Stockport, England

COMPLETE CHASSIS - PRICE £275

(Main Ports)

New Zealand Distributors :

The Dominion Motors Limited

Wellington, Christchurch, Timaru, Dunedin,

Wanganui, New Plymouth

AND

GILLETT MOTORS LTD., AUCKLAND



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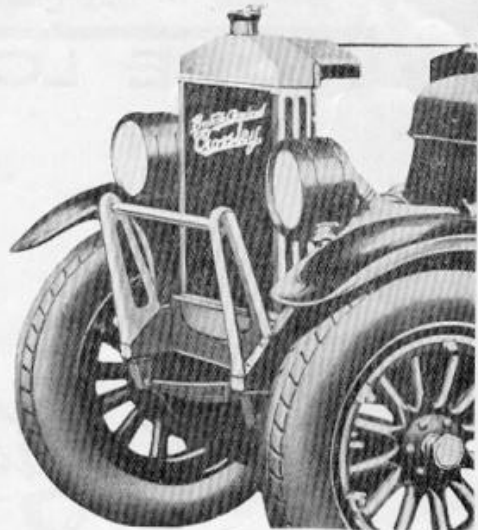
PROFITS DEPEND UPON RUNNING COSTS

THE Truck that keeps on the road with the least expenditure on account of time lost or parts renewed is the Truck that pays the best dividends on its purchase price.

The New British Overland Crossley 25 cwt. Truck is produced in a 22 acre factory at Stockport, England, and into it is built all the durability associated with British engineering products. While it is not the lowest priced vehicle in its class it is definitely the best value when ultimate running costs are compared.

Apart from solidity of construction the New British Overland Crossley Truck is notable for compactness, ease of steering and a braking system unequalled in its class. For these reasons it is well suited for light bus work in cities as well as for the more arduous service of commercial transport.

Below are described, from a user's point of view, the outstanding features of the new chassis—a class production at very little more than mass production price.



The handsome and substantial gilled tube radiator of the New British Overland Crossley 25 cwt. Truck. Note the protector bar and also the robust semi-elliptic springing.

STURDY FRAME Stout side members of 3/16 in. section pressed steel, tapered at the front to give ample steering lock, with four deep channel section cross members, and stayed by angle pieces at the rear. The whole built to withstand the twists and strains imposed by indifferent road surfaces.

SEMI-ELLIPTIC SPRINGING Semi-elliptic springs of silico manganese steel are fitted front and rear. The method of fixing the front springs has permitted a reduction of wheelbase (ensuring easier handling) without affecting the loading space available. The rear springs are very substantially anchored and the rigidity of their attachment to the rear axle reduces side sway to a minimum.

INTERCHANGEABLE RIMS ON WHEELS All four wheels are of the same size, with interchangeable rims each held in position by six clamps.

GENEROUS COOLING The substantial gilled tube radiator (assisted by a 2-bladed high-speed fan) provides an exceptionally large cooling area. Thermo syphon circulation. Capacity of radiator tank 4 gallons. The system has passed prolonged tests based upon the most extreme conditions of climate, load and gradient.

REAR AXLE OF GREAT STRENGTH The single reduction, spiral bevel gear drive rear axle is of the simplest and sturdiest possible construction. The spiral bevel pinion is mounted between two ball bearings, the most rigid type, giving additional life to the gears. Drive and gear pinions are of large dimensions and maximum tooth contact is ensured by rigid mounting and accurate machining. The gears are made of alloy steel double-treated to ensure hard surface and tough core. It is practically impossible for dirt or

water to cause injury to the bearings. The axle shafts are designed to take care of all stresses and are of Molybdenum steel, the finest for the purpose. If adjustments are necessary the differential can be inspected by removing the cover at the back of the axle. The drive pinion can be adjusted without withdrawal, while the drive shaft can be removed by merely taking out the cap bolts.

BIG 16 in. BRAKE DRUMS We believe the New British Overland Crossley Truck has the finest brakes of any vehicle of its type. Both hand and foot brakes are equally powerful and operate on internal expanding shoes inside 16 in. brake drums in the rear hubs. The hand brake lever is of substantial construction, 30½ ins. long, and is placed on the right of the driver for alternate use with the foot brake. The bands can be removed for relining and inspection without the use of any tool. They are entirely enclosed by dust shields, which keep the linings equally effective during dry or wet weather.

FRONT WHEEL BRAKES Mechanically operated front wheel brakes (regarded as the safest practice) can be fitted at an extra charge, which includes the provision of a suitably designed front axle.

LIGHT STEERING Worm and sector type steering gear with the very low ratio of 11½ to 1 enables the truck to be steered as easily as a touring car.

HANDY WHEELBASE The 120 ins. wheelbase provides a body space of 136 ins. from dash to end of frame. With this compactness of design and its light steering the New British Overland Crossley is one of the most convenient of Trucks to manoeuvre in awkward spaces.

GREASE GUN LUBRICATION The Zerk Tecalenite greasing system ensures rapid and efficient grease gun lubrication of the chassis.



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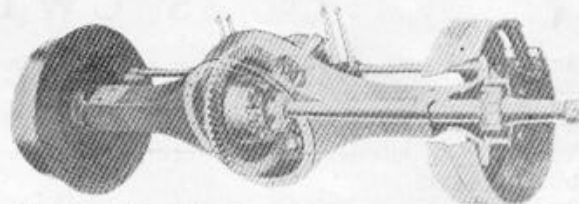
BRITISH OVERLAND CROSSLEYS KEEP UPKEEP DOWN

USEFUL MEASUREMENTS.

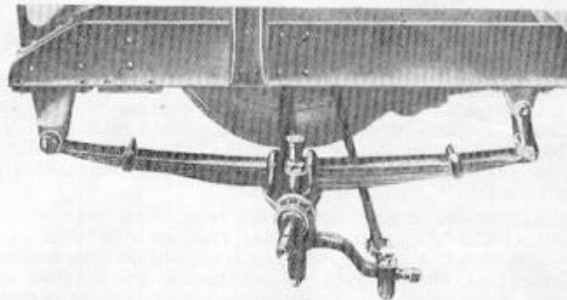
Wheelbase	120 ins.
Track	56 "
Ground clearance	8 "
Height of loaded chassis	24½ "
Turning circle	43 ft.
Front of dash to dumb irons	33½ ins.
Rear of dash to end of frame	136 "
Overall width—at front	68½ "
Over fenders at rear	68½ "
Chassis weight	2261 lbs.
Body allowance	800 lbs.

CAPACITIES

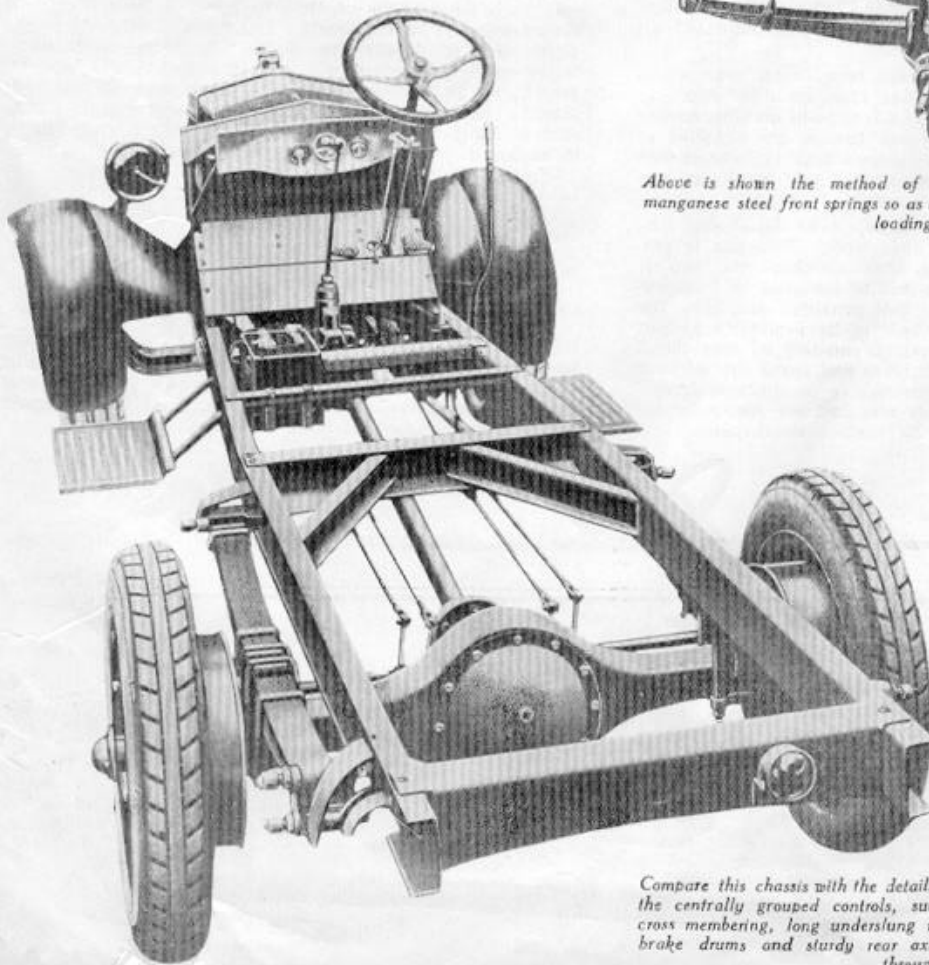
Petrol Tank, 8½ galls. (38.641 litres). Radiator Tank, 4 galls. (18.184 litres). Sump, 1½ galls. (6.819 litres). (British Imperial measures.)



The Massive Rear Axle—Sectional view of the rear axle showing very large tracking area, also the accessibility of the gears with the back plate removed. Note the very large load and thrust bearings on each side of the spiral bevel pinion. The simplicity of the braking system will readily be seen. The exceptional strength of the complete axle is obvious.



Above is shown the method of fastening the semi-elliptic silico manganese steel front springs so as to reduce wheelbase without affecting loading space.



Compare this chassis with the details given on the opposite page. Note the centrally grouped controls, substantial hand brake lever, ample cross membering, long underslung rear springs, big internal expanding brake drums and sturdy rear axle. A substantial engineering job throughout.



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SPECIFICATION OF NEW BRITISH OVERLAND CROSSLEY 25 CWT. TRUCK

ENGINE.—Complete with starting motor and generator, four-cylinder monobloc $3\frac{1}{2} \times 4$ " detachable head, thermo-siphon cooling, 2524 cc., R.A.C. rating 19.6 developing 30 b.h.p.

LUBRICATION.—Lubrication is centrifugal pressure feed.

IGNITION.—Coil.

GEARBOX.—Complete unit with engine, single plate clutch, clutch and brake pedals adjustable, centre gear change, three forward speeds and reverse. Gear ratios: 6.3 to 1; 13.8 to 1; 24.7 to 1; Reverse 33 to 1. Selective sliding type. Heat-treated nickel steel gears of stub tooth type. Large annular ball-bearings used throughout.

PETROL SYSTEM.—Gravity feed with tank in dash. Tank capacity $8\frac{1}{2}$ gallons.

DRIVE.—Hotchkiss drive. Torque and drive taken through front half of rear springs.

REAR AXLE.—Heavy duty type. Semi-floating mounted on large roller bearings requiring no adjustment. Single reduction, spiral bevel gear drive. Standard ratio 6.3 to 1. Two-pinion differential on adjustable Timken roller bearings. Axle shafts are 2" diameter. Pinion shaft mounted on ball-bearings on each side of gear.

BRAKES.—Hand and foot brakes operate on rear wheel drums, both of internal expanding type, each 16" diameter with $2\frac{1}{2}$ " face. A simple form of adjustment on both brakes is provided. Where Front Wheel Brakes are supplied at extra cost, they are of the well-known Rubury type operating on 12" drums internal expanding and work in conjunction with the rear brakes, actuated by pedal.

WHEELS.—Wood Artillery with new type detachable rim, specially designed for heavy duty work. The rim is provided with a heavy driving boss so that rim slip is impossible. The rim and tyre can be removed by unscrewing six nuts with special rim tool provided and, also, the tyre can be detached from the rim by removing a split spring ring. Standard equipment consists of four 30×5 high pressure pneumatic truck tyres and spare rim without tyre. 32×6 high pressure pneumatic tyres are interchangeable on the same rims at extra cost and are recommended where maximum loads will be carried continually.

FRAME AND SPRINGS.—Of best frame steel, being 5" deep with 2" wide flanges, $3\frac{3}{8}$ " thick. Rigidly braced with heavy section cross members. 29 $\frac{1}{2}$ " overall width front. 34" overall width at rear. 136" from dash to end of frame.

SPRINGS.—Semi-elliptic all round. Front: 32" long \times 2" wide. Rear: 53" long \times 3" wide. Springs are best quality Silico-Manganese steel.

WHEELBASE.—120" Wheelbase, 56" track.

FRONT AXLE.—Conventional "I" beam section, drop forged in one piece, suitably heat-treated. Adjustable Timken roller bearings to front wheels.

STEERING.—Worm and Sector $11\frac{1}{2}$ —1 reduction, giving very light control. Steering Wheel, 17" diameter.

TURNING CIRCLE.—43 feet.

CONTROLS.—Hand-operated throttle and ignition control levers working on quadrants under steering wheel on column bracket. The accelerator pedal is located between the clutch and brake pedals. Hand brake lever is on the right hand of driver, and is 30 $\frac{1}{2}$ " long, and is intended to be used in conjunction with the foot brake and not merely as an emergency brake. Gear lever is centrally placed. Horn button in centre of steering wheel. Choke control, ignition and light switches are mounted on instrument board. Starting switch is foot-operated.

LOAD CAPACITY.—25 cwt.

BODY ALLOWANCE.—800lbs.

BODY SPACE.—Dash to rear end of frame—136".

CHASSIS WEIGHT.—2261 lbs.

EQUIPMENT.—Two head lights, tail and instrument lights, ignition and light switch with key, speedometer, ammeter, electric horn, complete tool kit, heavy duty jack, rim tool, battery hydrometer, spare spark plug, fuse, two generator brushes, complete set of lamp bulbs, one spare rim.

