

3rd National
Vintage and Veteran
Motorcycle



RALLY

Christchurch,

FEBRUARY 1973

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MEMBERS, NOTE:

Motor Cycle Section of the V.C.C. representative on the National Executive is: Russel Cross, of Timaru.

APPRECIATIONS AND ACKNOWLEDGEMENTS

The Rally Committee wishes to express its appreciation and acknowledge the generous help, assistance and co-operation received from the following individuals and organisations in connection with this, the Third National Motor Cycle Rally, and to all the others, too numerous to mention, please accept our sincere thanks.— Rally Committee.

NORM SKEVINGTON (V.C.C. President)

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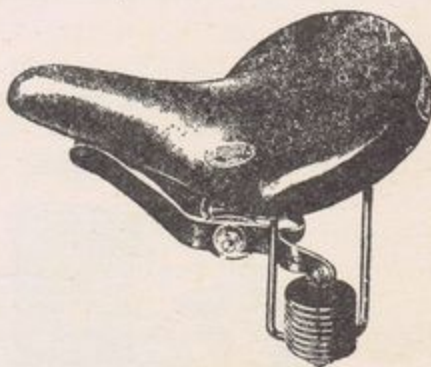
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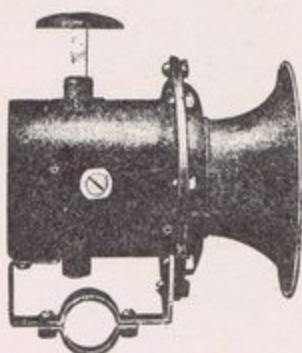
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Rally Programme



FRIDAY, FEBRUARY 23RD:

Check-in and Scrutineering.

7.00 p.m. Public Motor Cycle Display (Showgrounds).

8.00 p.m. Noggin and Natter — Briefing (competitors only).

SATURDAY, FEBRUARY 24TH:

9.00 a.m. sharp. All-Day Tour.

7.00 p.m. Public Motor Cycle Display (Showgrounds).

8.00 p.m. Social and Dance (Horticultural Hall — ticket holders only).

SUNDAY, FEBRUARY 25TH:

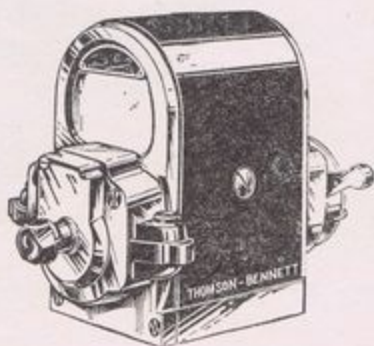
9.00 a.m. Riding Tests at Showgrounds.

2.00 p.m. Public Display and Gymkhana.

3.30 p.m. (approx.) Public Inspection of Machines.

6.30 p.m. Rally Dinner and Prizegiving (Winter Garden ticket holders only)

The Minister of Transport, SIR BASIL ARTHUR, and LADY ARTHUR, will be in attendance at the Rally.



FOREWORD

(By N. O. SKEVINGTON, President, Vintage Car Club of N.Z.)

It is pleasing to see, and it must be very encouraging to the Canterbury Branch of the Vintage Car Club of N.Z. Inc., organising committee, to have received such a large entry for this 1973 National Motor Cycle Rally.

Over recent years, interest in the preservation, restoration and use of Veteran, Vintage and P.V. Motor Cycles has increased considerably and, in fact, car owners are now participating.

Commendation must go to entrants for the high standard of workmanship and pride shown in their restorations. Many competitors are travelling considerable distances to attend this prestige motor cycling event, one which will, no doubt, be remembered and spoken about for many years to come.

I would like to congratulate the Organising Committee for the work that they have undertaken over the past two years in arranging the event. Many have worked very hard and it is not possible here to name individuals.

The Committee has received unlimited assistance from Club members and has had no difficulty in recruiting manpower. This is typical of members of the Vintage Car Club of N.Z., who always show a willingness to help when called upon.

My good wishes and those of the Executive of the Club go to all entrants for an enjoyable weekend of motor cycling, coupled with pleasant social functions and typical Vintage Car Club friendship and hospitality.

RALLY CHAIRMAN'S MESSAGE

The Canterbury Branch of the Vintage Car Club of New Zealand Inc. deeply appreciate the allocation and opportunity to promote and stage in Christchurch the first National Vintage and Post Vintage Motor Cycle Rally to be held in the South Island.

I thank the entrants from all over New Zealand for their support in helping to make this event the biggest and, I'm sure, the most successful Motor Cycle Rally to be held in our country.

I am sure you will all enjoy your Rally and stay in the Garden City, in the company of fellow motor cycle enthusiasts.

This section of the Vintage Car Club has grown rapidly over the last few years throughout New Zealand by the efforts and energy of a keen, dedicated band of motor cyclists who can appreciate a machine, hand-built in the days when time was not important as the product. The major limiting factor to future enthusiasts will be the difficulty of finding a suitable machine to restore.

I take this opportunity to thank the motor cycle division committee of the Canterbury Branch for the tremendous amount of work that has been done in organising this rally, and hope that the outstanding support given from all over New Zealand will be given in the same manner to all future motor cycle events.

R. B. SCOTT.

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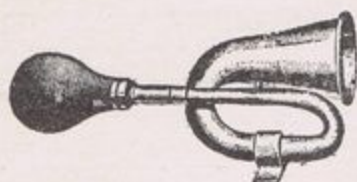
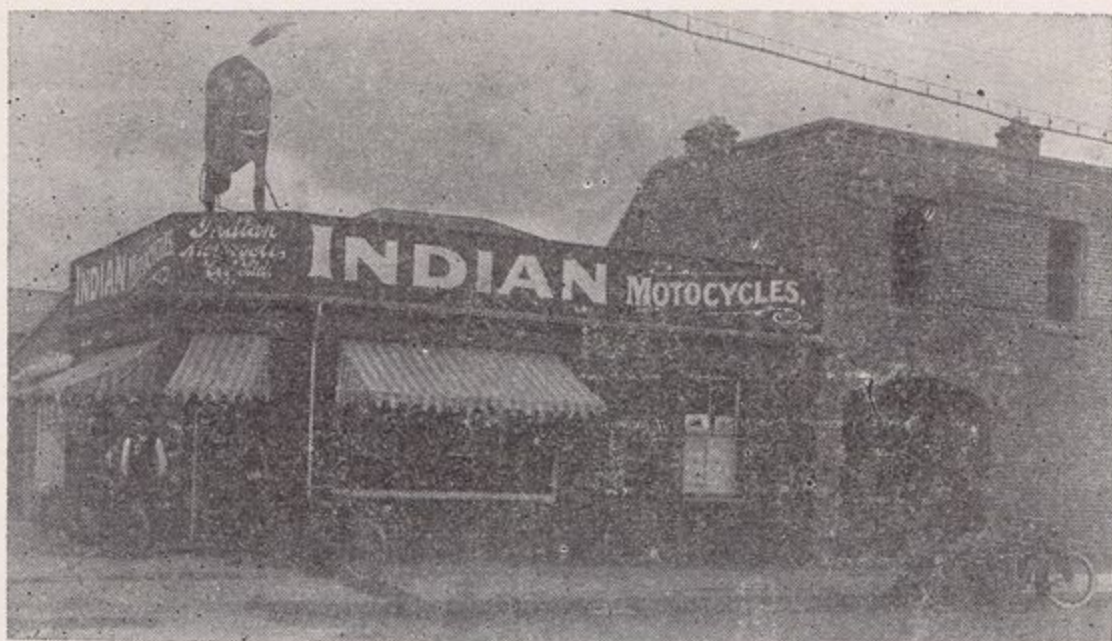
TURN BACK THE CLOCK

By GEOFF HOCKLEY

Ever wonder what the Christchurch motorcycle scene was like, back in the days when these sparkling models which you're watching today were brand new? To a motorcycle-crazy schoolboy back in the days just after the start of the first World War, the town's motorcycle shops were a never-ending source of fascination, and many a time I incurred parental ire for late arrival at the tea-table caused by ducking off to the city as soon as school was out for the purpose of doing the rounds of the various agencies in the hope that some exciting new model might be on display. It was indeed a red-letter day if I returned home clasping a catalogue which some more-tender-hearted-than-usual salesman had presented me with, and which I read from cover to cover umpteen times over in the privacy of my room after retiring. Yes—they were happy days! Would you like to accompany me on a "refresher course" tour of the early Christchurch motorcycle shops? Okay then—let's go!

The year is 1915, and we'll start with the well-known firm of Jones Bros. on the corner of Lichfield and Manchester Streets, occupying a large slice of frontage on each of these well-known thoroughfares on the site of what is now the Majestic Theatre Building. There seems to be a larger-than-usual number of "window shoppers" peering into the large expanse of plate glass to-day, and joining them we discover that the attraction is a bevy of shiny new 1915 Harleys—the very first to reach Christchurch and the forerunners of many years association of this famous make with the firm of Jones Bros. Also displayed are the latest King Dick and Singer machines, for which makes the firm has been agents for several years. We linger for a while, and then stroll down High Street, to the long-established (even at this early date) firm of Adams Ltd., Triumph dealers since 1908, and now handling B.S.A. also. On display are the 1915 models and we note that Triumph's big talking point is the new Sturmey-Archer 3-speed countershaft gearbox. Gone is the three-speed hub gear, which gave remarkable service in its day, but few are likely to mourn its passing. B.S.A. stole a march on its rival in this respect having featured a very sturdy gearbox of its own manufacture for the past couple of years. Let's make the next port of call the Matchless Motor Agency in Manchester Street, where the proprietor, Mr Phipps Black, has several models of this famous British make on view, including the famous big twin sidecar hauler. An announcement in the window states that future supplies are uncertain due to the war. But if Matchless supplies dry up for the "duration", the firm has a very effective second string to its bow in the shape of the American Excelsior, or "Big X" as it is more commonly known, and the new 1915 model on display, featuring the new heavy duty 3-speed gearbox, looks attractive in its striking finish of pearl grey with red tank panels and striping. Now let's duck through to Colombo Street for a look at my favourite motorcycle shop—the Indian Motor Co., run by my boyhood hero, Ernie Hinds, famous for his exploits in competition on the red mounts. In my youthful days I was a fervid Indian fan and fairly haunted Ernie's establishment, and his tolerance and good nature towards a motorcycle-crazy schoolboy is a very pleasant memory. Not long after the time I'm referring to the Indian Motor Co. moved to larger premises on the corner of Tuam and Durham Streets.

Well, seeing that we're in Colombo Street, let's toddle another block or so and we'll come to the premises of Pitcher Bros. Ah! here we are—and our avid eyes are greeted with a display of shiny new models of all sorts and sizes. Here's a range of Levis 2-strokes—you can buy the single-gear model for a mere fifty quid, plus a tenner or so extra for



THE FAMOUS ERNIE HINDS INDIAN
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the 2-speed model. Or how about a James? Here are both twins and singles—the 500 c.c. side-valve twin is a sweet-running little job, very popular as a solo mount. Like many other dealers, the firm includes an American machine among its agencies, and Pitcher Bros. handle the Dayton, an impressive big twin, handsomely finished in maroon. The engine used in the Dayton is the De Luxe, made by a prominent Indianapolis engineering concern, and among other unusual features is a horizontal camshaft with face cams, and the Bosch magneto is bevel driven. Altogether a very interesting display.

Another well-known motorcycle and cycle establishment of this period was the firm of Jack Suckling Ltd., situated on the corner of Manchester and Tuam Streets (the premises are now occupied by a television and radio concern). The Rover was the firm's principal agency and was quite popular with the motorcycling public. Among other makes handled by the firm we can recall the J.H. and the Edmund, both of which were fitted with the Swiss-built M.A.G. engine, a very silent and sweet-running unit. The Edmund's chief claim to fame was a rather unique type of spring frame. The firm also did a very large business in bicycles and the "Speedy" cycle, built on the premises, achieved wide fame among the road-racing fraternity and was ridden by that champion of champions, the great Phil O'Shea, who, I'm happy to say, is still going very strongly at the ripe old age of ninety (correct me if I'm "doin' you wrong," Phil, but I seem to recall you having a birthday recently).

Now, let's trot around to Halcrow & Ingram's, situated in Oxford Terrace almost on Gloucester Street corner. They are just unpacking a shipment of the new Hendersons, attractive in royal blue enamel and equipped with a very robust-looking two-speed hub. A glance at my five-bob "Boyproof" watch reveals that it's getting rather late, so to avoid any unpopularity by arriving home late for tea, I regretfully turn my bike (the pedal variety!) in the direction of home, hoping I don't encounter an easterly head wind on the five-mile push to New Brighton.

But passing the N.Z. Farmers' Co-op. motor department in Cashel Street, I just have to stop and flatten my nose against the window, for on display are two exciting models—a T.T. Rudge Multi, winner of a 50-mile beach race on the previous Saturday, and looking very rakish with the new-type frame and petrol tank giving a low saddle position, dropped racing bars and a separate oil tank a la Indian, with a pedal-operated manual oil pump. The other machine on show is imposing indeed—a 76 cubic inch (about 1300 c.c.) Emblem twin, which absolutely glitters in its finish of azure blue enamel and polished, nickel-plated cylinders in addition to the usual other plated fittings. An imposing job, indeed! Well, I really **must** be going—hope you enjoyed our little conducted tour!

We haven't had time to visit a couple of firms—the N.Z. Motor Exchange, in High Street, and Marshall's Motor Exchange in Manchester Street. However, these concerns handle used machines only. Incidentally, I once had occasion, some years after the time of which I'm writing, to look through the stock of wrecked and dismantled machines on the second floor of the Marshall firm. The range and variety was amazing and would be worth a fortune to-day, but I was told, a short time after I had (literally!) waded through it, that everything, without exception, was dumped when the firm closed down.

Looking at the machines competing in this present rally, one thought strikes me forcibly—when, brand new, they left their factories 30, 40, 50 or more years ago, as the case may be—I'll bet they looked positively dingy compared with the way in which their present owners have turned them out. Long may the motorcycle restoration hobby flourish!

THE WHEEL TURNS FULL CIRCLE

Gazing into the show window of a local motorcycle concern recently I was reminded of the many happy years which I spent in those self-same premises in the dim and distant past (from about 1917 into the early '20's, in fact) and it occurred to me that there must be quite a few instances in which premises have been used over a long period, sometimes at intervals, by motorcycle dealers. The present-day firm which brought many memories to me was Gilbeck Motorcycles, whose attractive premises were occupied from 1917 until a few years ago by the well-known Bell Cycle & Motor Co., Indian and A.J.S. dealers. When this firm went out of business a few years ago after a long and illustrious career, the premises (originally built in 1917 by Bell's) were taken over by an auctioneering firm, but I was pleased to know that the wheel has again turned full circle and that the furniture, bedding and the thousand-and-one items of an auctioneering establishment have vanished and instead, the floor and window space is once again occupied by ranks of glittering motorcycles just as in the "good old days".

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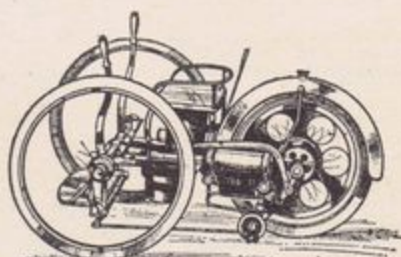
ONE OF ERNIE HINDS' ADVERTISEMENTS FOR 1916

"THE BEGINNING OF IT ALL"

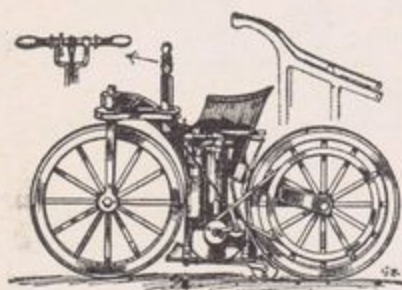
(A very short history of the development of the Motor Cycle)

By NIGEL PRICE

It appears that the honour of being the first person to design and build a petrol-driven bicycle or tricycle must be given to an English gentleman by the name of Edward Butler. Apparently the machine was made in 1884 and from all accounts there seems to be no doubt that the Butler tricycle actually ran.



BUTLER TRICYCLE 1884



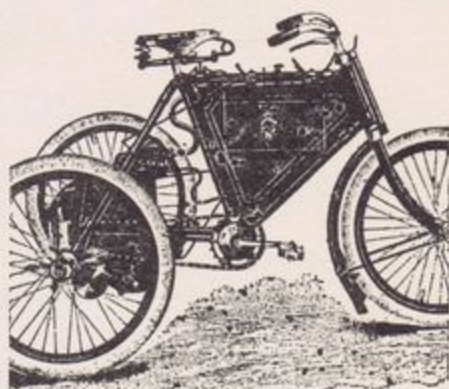
DAIMLER, 1885

However, as is often the case with inventions some other person had a similar idea at about the same time, and as in this case, the man generally regarded as the father of the modern motor vehicle, Gottlieb Daimler, had in 1885 designed a motorcycle in order that he might try out a light petrol engine which he had invented.

This engine was almost identical in principle with that of the present-day motorcycle engine, embodying as it did a crankshaft built up of two fly wheels arranged inside the crank case and having an air cooled cylinder. Even mushroom valves of a primitive type were incorporated. In November, 1886, a slightly modified (the drive to the rear wheel) machine of the original design was successfully ridden by Daimler's assistant, Wilhelm Mayback.

During the latter part of the nineteenth century while a great deal of experimentation was being carried out that led to the basic design as we know it today, motorized tricycles, such as the famous De Dion-Bouton, became very popular.

By 1901 there came an entirely different approach to the motorcycle and one which for a few years proved very successful. The basis for the new design was the safety pedal cycle which was well known to be light and easy to control and was in popular use. To it was clipped a motorcycle conversion consisting of a small four-stroke engine, attached usually either above or below the front down tube,



ARIEL TRICYCLE, 1889



1903 MINERVA

driven by a rawhide leather belt direct to a belt rim attached to the rear wheel spokes and with a surface carburettor, tank, battery and coil in containers attached to the top tube. Engines at this stage were being mounted in almost every conceivable position on the bicycle.

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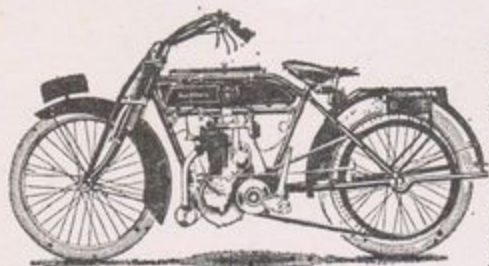
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L.M.V.D.

Then came another important change; the Werner Bros. split the bicycle type frame and mounted their engine vertically between the front down tube and the pedals and added an extra horizontal member above the engine between the front down tube and the saddle tube. This new idea then made the engine an integral part of the frame and thus formed the basic layout as we know it today.



1903 KING



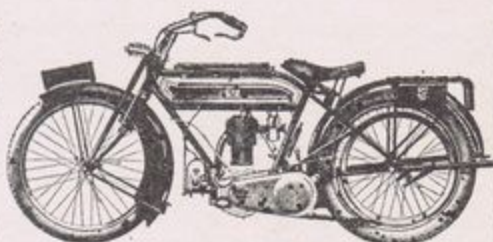
1912 SUN VILLIERS

By about 1910 the design was becoming more sophisticated. The pedals began to disappear and strengthened sprung front forks were in evidence. Chain and shaft drive were being used on many different machines, but the majority of manufacturers still used the belt as the means of the final drive. This system was still retained by some manufacturers in the early 1920's.

Many machines, up until the beginning of the First World War, were single speed and direct drive, but systems of variable speed and gear boxes were becoming common, and standard equipment on many machines.

As with any successful industry there was intensive development and one of the most interesting arising was that of Alfred Scott's two-stroke design. Handle-bar-controlled clutch and kick-start through the gearbox also became a standard practice.

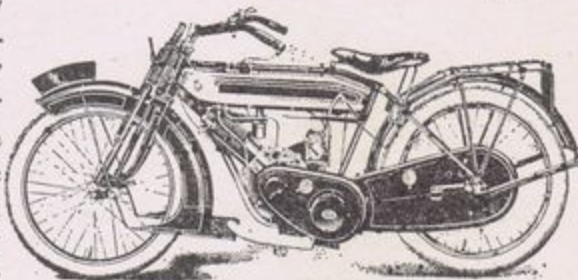
The British by this stage dominated the motorcycle industry, a position that they retained for at least half a century.



1916 TRIUMPH

The motorcycle industry continued to prosper as can be illustrated by the fact that in 1916 in England there were more motorcycles in use than cars.

From about the time of the First World War to the mid-twenties there were some noticeable design features. The disappearance of the hub gear and pedal gear for starting in favour of the counter-shaft gear box with kick-starter and equally noticeable was the increase in popularity of the all-chain drive. By now some makes supported a sprung rear frame. The most popular engine design was the 500 c.c. side valve single cylinder, with flat and vee-twins very popular, especially the latter for side-car use. Electric lighting equipment was being introduced to replace the familiar carbide acetelyne lamp and generator and other luxuries, such as leg shields, were being supplied on some models. Probably the most distinctive feature of motorcycles of this era was their long and often flat tank.

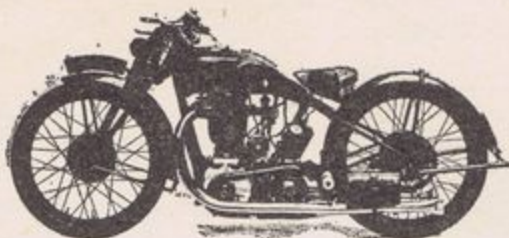


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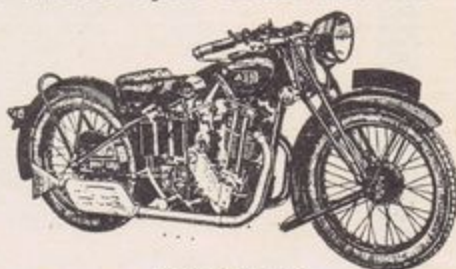
MEMBER V.C.C.

During the period 1920-1925 there was a sensational boom in motorcycle production, especially in England. Exports were running at a high level and the half-million plus motor cycles registered in England by 1925 almost equalled the number of cars. New Zealanders were experiencing a similar motorcycle popularity boom.



1925 VELOCETTE

For the latter part of the 1920's a "new look" appeared. The seating position was lowered, the more rounded saddle tank replaced the flat tank that had been commonly used for so long. The old system of motorcycle controls with handlebar levers and hand gear change, was extensively revised with the new riding position resulting from the saddle tank. The handle-bar shape altered dramatically and the twist-grip control was a "natural" with the new riding position; the motor cycle could now be ridden without the hands leaving the handle bars! Shock absorbers were being fitted to the front forks. Internal expanding brakes had completely replaced the external brake and the large familiar brake rim that had been fixed to the spokes of the wheel had disappeared, together with its relative inefficiency.



1930 A.J.S.

1930 saw a swing to the sloping engine which had been popularized by B.S.A. with their "sloper" range. Chromium was now being used instead of nickel and its durability and less need for maintenance must have been appreciated by the motorcyclist. Dunlop produced their new rubber saddle, which, because of its light weight, was often fitted to competition machines, but people who were long distance riders knew you could sit on it for many hours at a time and still get up and walk away!

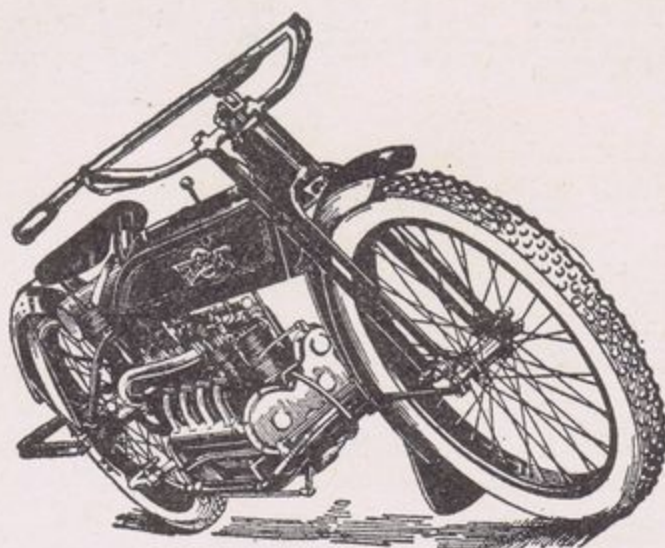
After so many glorious years of popularity, growth and development the motorcycle industry suffered a severe recession and from the beginning of the 1930's production fell dramatically each year up until the Second World War. Whether this was caused by the slump, the popularity of the "Austin 7" type car or the unfortunate tendency to become a class symbol is anyone's guess, but for these and all the other reasons the once great motorcycle industry found itself facing a period of very difficult times.

A great number of the lesser and better known makes could not weather the financial difficulties that they were required to face; many just closed down altogether while others such as Triumph, Ariel, New Hudson, Matchless, Francis Barnett, James, Norton, Sunbeam, Rudge, A.J.S., etc., were absorbed to become subsidiaries of large companies such as the Birmingham Small Arms Corporation (B.S.A.). Many of these once famous names have disappeared forever, but some continue on to glorify the great days up to the 1930's when it could be said the development of the vintage motorcycle as a form of two-wheeled transport had perhaps made a complete story in itself.



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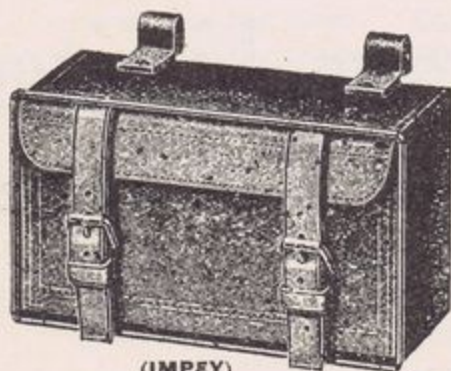
By GEOFF HOCKLEY



FAMOUS RACING MACHINES OF THE PAST

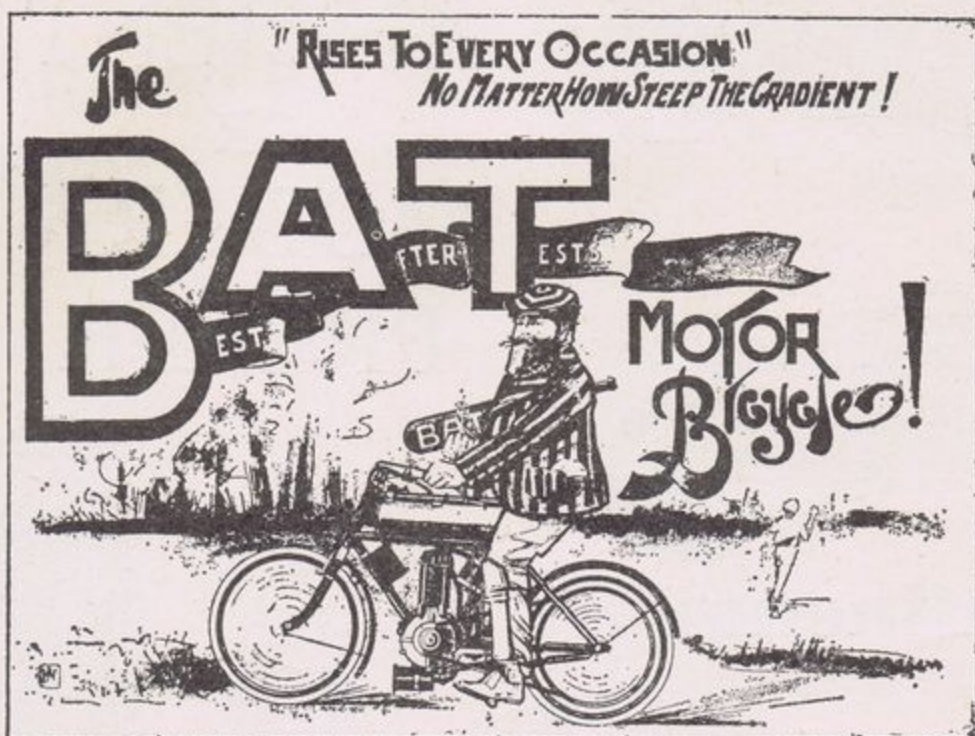
Racing motorcycles of bygone days never fail to draw a quota of interested spectators, and on exhibition at the National Motorcycle Rally are at least two famous mounts of the past which are well worthy of inspection. For instance, the 1920 Harley-Davidson racer, beautifully restored by present owner Ken Godfrey, is an exact sister machine to the one which in April, 1920, was the first motorcycle to officially attain a speed of 100 m.p.h. in Europe. This was at Brooklands track and the rider was D. H. Davidson. Engine number of Davidson's machine was CA-13 and Ken's is CA-12. Two machines, with engine numbers CA-14 and CA-13, were sent to England, and as I have mentioned, CA-13 became the first to officially exceed the "ton" in Europe, while CA-12 came to New Zealand and for many years was used on the grass tracks and beaches. It is a credit to its present owner and according to Ken still packs a mean wallop.

Another beautiful example of the restoration of a famous racing machine is Norm Hayes' Daytona Indian, which had a formidable list of beach racing victories on New Brighton and southern beaches in the hands of George Lambert, Alex Smith and others. The Daytona is notable in that it was the forerunner of a remarkable series of side-by-side valve racing machines which not only held their own with overhead-valve models but in some cases excelled them. Charles B. Franklin, an Irishman and a mechanical and electrical engineering genius who also raced Indians successfully at Brooklands (in 1912 he became the first rider to cover 300 miles in less than 300 minutes) took the post of Chief Engineer at the Indian factory in Springfield, Mass. in 1919, and developed the "Daytona" (so called because of stock machine records set at Daytona Beach) which soon made its presence felt in the racing world. It is grand to see such a famous model preserved for posterity. A later development of the "Daytona" was the tremendously fast "Altoona" side-valve racer, a specimen of which is still in existence in Christchurch, and at the time of writing this it is hoped will be exhibited.



(IMPEY)





A RIDE ON A "BAT" SPRING FRAME MAKES YOU
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1903

No feeling of aching; no stiffened muscles; no worry through breakdowns
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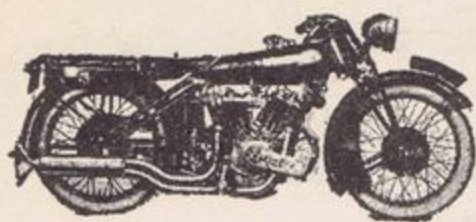
THE BAT MOTOR MANUFACTURING CO., LIMITED,

Works— Kingswood Road, Penge.

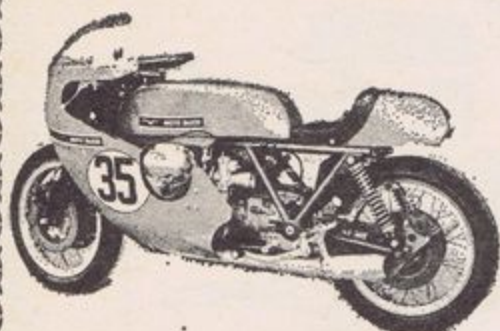
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This advertisement is typical of the extravagant claims made by
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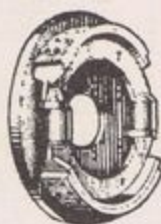
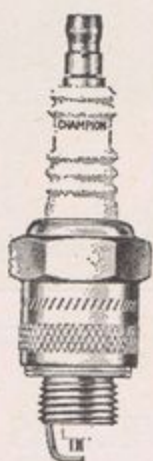
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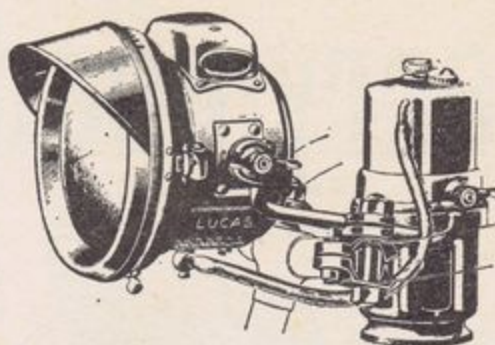


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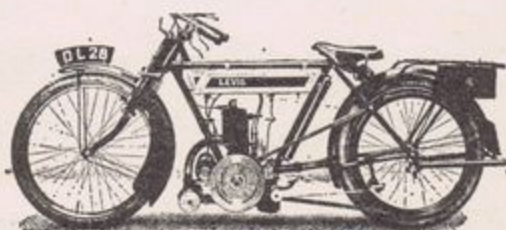
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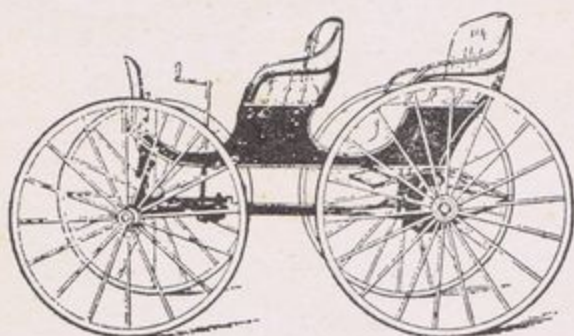


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- ★ MUSEUM OF SCIENCE AND INDUSTRY

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OUR HERITAGE FOR THE FUTURE

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ENTRANTS

No.	Owner	Locality	Year	Make	c.c.
1—	T. C. Smith	Christchurch	1927	Harley-Davidson	s/c 1000
2—	R. W. Shearman	Christchurch	1919	Indian "Powerplus"	s/c 998
3—	G. Stevens	Ashburton	1930	Rudge Special	500
4—	L. A. Heath	Levin	1949	Scott Flying Sgl.	596
5—	R. Clark	Te Awamutu	1911	King Dick	498
6—	P. W. J. Wood	Papatoetoe	1913	Triumph	498
7—	J. R. King	Nelson	1915	Douglas	350
8—	Bruce Anderson	Auckland	1915	B.S.A.	556
9—	K. Staples	Palmerston North	1936	Indian 4-cyl.	500
10—	S. McLean	Dunsandel	1949	Sunbeam S7	500
11—	S. McLean	Dunsandel	1947	Douglas T35	350
12—	R. Jacob	Auckland	1927	Panther	600
13—	J. Inch	Auckland	1928	Norton CS 1	500
14—	D. R. Goodman	Dunedin	1928	Velocette KCR	348
15—	D. R. Goodman	Dunedin	1929	Velocette KN	348
16—	D. R. Goodman	Dunedin	1929	Scott Super Sgl.	498
17—	R. B. Scott	Christchurch	1929	Norton CS 1	498
18—	B. D. Pidgeon	Christchurch	1927	B.S.A. ohv	350
19—	P. G. Topliss	Nelson	1911	King Dick	500
20—	M. Stokes	Christchurch	1925	Triumph P	500
21—	R. E. Alderson	Christchurch	1929	Harley-Davidson	ohv 350
22—	H. L. Smith	Levin	1928	Douglas	350
23—	Ross Glenney	Wanganui	1929	Ariel sv	557
24—	W. Munro	Lower Hutt	1918	Reading-Standard	s/c 1175
25—	C. Gregson	Nelson	1928	Scott Flying Sgl.	500
26—	R. H. Barnard	Christchurch	1928	Norton 18	500
27—	R. L. Entwistle	Christchurch	1922	ACE 4-cyl.	1300
28—	S. G. Pepper	Christchurch	1938	Velocette MSS	500
29—	J. W. A. Newell	Rangiora	1917	Indian Light twin	257
30—	A. V. Russell	Invercargill	1914	Humber	500
31—	R. A. Britton	Christchurch	1930	Triumph	498
32—	B. P. Townshend	Christchurch	1925	Harley-Davidson	1000
33—	L. W. Griffiths	Christchurch	1927	B.S.A.	500
34—	C. L. Edwards	Auckland	1914	Scott	532
35—	C. L. Edward	Auckland	1926	Sun (Villiers)	175
36—	E. Hovan	Tauranga	1929	A.J.S.	350
37—	D. E. Gough	Rangiora	1908	Triumph	500
38—	B. M. J. Hilton	Gisborne	1930	Harley-Davidson	1300
39—	W. Stuart	Kawerau	1928	Indian s/c	750
40—	M. N. Kendrick	Wanganu	1951	Sunbeam S7	500
41—	B. E. Kendrick (Mrs)	Wanganu	1937	Sunbeam Super Sports	250
42—	B. Williams	Auckland	1918	Harley-Davidson	s/c 1000
43—	B. D. Grant	Tokoroa	1926	Harley-Davidson	1000
44—	B. S. Carrad	Napier	1929	Ariel ohv	500
45—	B. J. Grose	Christchurch	1928	Harley-Davidson	s/c 1200

ENTRANTS

No.	Owner	Locality	Year	Make	c.c.
46—	B. J. Grose	Christchurch	1928	Harley-Davidson	350
47—	R. Townshend	Christchurch	1929	B.S.A. S29	493
48—	T. Meadows	Mt. Cook	1923	New Comet	147
49—	R. Fellowes	Auckland	1924	A.J.S.	350
50—	J. N. Fox	Titirangi	1918	Harley-Davidson	1000
51—	D. Upton	Christchurch	1931	Ariel Sloper	557
52—	T. K. Barnes	Wellington	1930	Sunbeam	350
53—	Dr M. Hursthouse	Nelson	1951	Vincent Rapide	1000
54—	B. Barnes	Invercargill	1927	B.S.A. Light twin s/c	770
55—	L. N. Wogan	Christchurch	1924	Indian Chief	1200
56—	J. M. Taylor	Invercargill	1928	B.S.A. sloper	500
57—	T. J. Thomson	Wanganui	1929	Harley-Davidson	350
58—	B. J. Ryan	Winton	1930	B.S.A.	498
59—	A. J. Wills	Tai Tapu	1907	Triumph	500
60—	P. R. Shanks	Christchurch	1930	Douglas S6 s/c	649
61—	A. Lake	Cambridge	1935	Harley-Davidson	1200
62—	R. Willcocks	Whangarei	1925	Indian Chief s/c	1200
63—	E. Music	Whangarei	1923	Harley-Davidson s/c	1000
64—	R. J. Atley	Auckland	1928	Harley-Davidson	350
65—	M. P. Greig	Auckland	1923	Indian Scout	600
66—	D. Conlon	Wakefield	1931	Ariel Square-four	500
67—	E. R. Eunson	Invercargill	1930	Calthorpe (Ivory)	348
68—	G. W. Holstein	Christchurch	1920	A.J.S. twin	748
69—	M. E. Hockley	Christchurch	1925	Indian Scout	596
70—	M. C. Hockley	Christchurch	1915	Indian model B	680
71—	I. D. Taylor	Christchurch	1915	Triumph	550
72—	I. D. Taylor	Christchurch	1914	Triumph (Baby)	225
73—	D. P. Mather	Hastings	1950	Matchless G80s	498
74—	W. H. Veitch	Dunedin	1930	Scott Flying Sgl. s/c.	600
75—	G. R. Elcock	Christchurch	1929	Douglas E.R.	350
76—	C. H. Schofield	Nelson	1920	Autobyk	48 ?
77—	T. A. Chappell	Leeston	1928	Harley-Davidson	1000
78—	R. Barnett	Halswell	1931	Ariel	250
79—	G. F. Brownie	Timaru	1925	B.S.A.	349
80—	G. P. Elliott	Christchurch	1929	A.J.S.	498
81—	S. J. Falconer	Christchurch	1929	Levis	350
82—	O. A. N. Dawson	Christchurch	1928	B.S.A. Sloper	498
83—	O. A. N. Dawson	Christchurch	1930	B.S.A. Sloper	498
84—	G. Clarke	Christchurch	1928	Ariel	250
85—	G. Clark	Christchurch	1926	B.S.A.	250
86—	A. Crequer	Christchurch	1924	Douglas	350
87—	T. A. Shadbolt	Christchurch	1913	Singer s/c	500
88—	W. R. Clark	Christchurch	1912	Singer	500
89—	R. D. Cross	Timaru	1925	B.S.A.	250
90—	M. R. Anderson	Christchurch	1947	Royal Enfield	150

ENTRANTS

No.	Owner	Locality	Year	Make	c.c.
91—	R. D. Cross	Timaru	1912	Humbrr	500
92—	R. D. Cros	Timaru	1921	ACE 4-cyl.	1265
93—	N. C. Brady	Timaru	1929	Harley-Davidson	350
94—	I. Clarke	Timaru	1923	Harley-Davidson	1000
95—	L. W. Irvine	Leeston	1926	Harley-Davidson	1000
96—	V. A. Fairbrother	Whangarei	1931	Raleigh Delivery	600
97—	J. R. Hubbard	Springston	1951	B.S.A.	500
98—	A. M. Gibson	Christchurch	1926	Indian Scout	680
99—	P. R. Hancock	Christchurch	1925	B.S.A.	250
100—	C. J. Inns	Christchurch	1928	Triumph	500
101—	M. H. Baker	Christchurch	1929	Indian Scout	680
102—	J. Henderson	Christchurch	1927	Triumph	500
103—	K. G. Godfrey	Invercargill	1920	Harley-Davidson CS12	1000
104—	J. Stewart	Timaru	1929	Norton ES2	490
105—	D. McClelland	Rangiora	1912	B.S.A.	500
106—	H. J. McConnell	Nelson	1930	B.S.A. Sloper	493
107—	E. Tolhurst	Christchurch	1927	Norton	500
108—	D. Marra	Tai Tapu	1928	Indian Scout	750
109—	G. J. Thompson	Ashburton	1924	Indian Scout	680
110—	A. Baker	Christchurch	1906	Du Faux	200
111—	A. Bramwell	Christchurch	1930	Harley-Davidson	1200
112—	R. Parkinson	Christchurch	1926	Harley-Davidson	1000
113—	I. Sutheland	Blenheim	1930	B.S.A. Sloper s/c	500
114—	R. R. Harris	Invercargill	1938	B.S.A.	500
115—	A. R. Budge	Balclutha	1923	Douglas	350
116—	G. Hockley	Christchurch	1930	Harley-Davidson	986
117—	D. H. Ryde	Ashburton	1910	Triumph	500
118—	A. Ryde (Mrs)	Ashburton	1923	Raleigh	250
119—	F. Forge	Ngaruawahia	1930	Norton 20	500
120—	R. W. Carpenter	Ngaruawahia	1928	B.S.A.	500
121—	S. N. G. Bull	Masterton	1916	Reading-Standard	1170
122—	J. Stewart	Timaru	1928	Triumph	500
123—	K. M. McGill	Christchurch	1936	Triumph L2/1	250
124—	K. M. McGill	Christchurch	1938	Triumph 70	250
125—	T. Lightfoot	Christchurch	1928	B.S.A. Sloper	500
126—	M. C. Wear	Christchurch	1937	Triumph Tiger 70	250
127—	A. J. Bell	Invercargill	1929	Triumph	600
128—	R. Bruce	Christchurch	1929	Indian Scout	750
129—	R. Bruce	Christchurch	1931	Ariel	598
130—	R. Bruce	Christchurch	1929	Ariel Sloper	598
131—	G. M. Bain	Governors Bay	1929	Scott TT Replica	600
132—	D. M. Bain	Governors Bay	1951	Vincent Blk. Shdw. s/c	1000
133—	G. M. Bain	Governors Bay	1929	Sunbeam 90	500
134—	G. M. Bain	Governors Bay	1924	Norton 16H	500
135—	G. M. Bain	Governors Bay	1915	Triumph c/c	500

ENTRANTS

No.	Owner	Locality	Year	Make	c.c.
136—	G. M. Bain	Governors Bay	1902	P. & M.	184
137—	G. M. Bain	Governors Bay	1910	Humbler	500
138—	G. M. Bain	Governors Bay	1909	Hobart	150
139—	C. Turney	Gisborne	1928	Indian Prince	350
140—	K. E. Ivory	Nelson	1918	B.S.A.	600
141—	M. G. Hines	Christchurch	1928	Scott TT Replica	498
142—	J. N. Lawry	Invercargill	1910	F.N. single cyl.	248
143—	B. J. Barnes	Invercargill	1915	B.S.A.	600
144—	W. Nicoll	Invercargill	1912	Triumph	500
145—	H. Foster	Christchurch	1913	Humber	499
146—	K. R. Norton	Christchurch	1927	Harley-Davidson	350
147—	F. L. Collett	Christchurch	1928	Harley-Davidson	350
148—	B. Byers	Nelson	1913	New Hudson	350
149—	J. H. Gardiner	Dunsandel	1910	Rover	600
150—	J. H. Gardiner	Dunsandel	1913	Douglas	550
151—	J. H. Gardiner	Dunsandel	1930	B.S.A. s/c	750
152—	E. J. Gleeson	Christchurch	1929	Triumph CN	498
153—	K. Retallik	Christchurch	1914	Alldays & Onions	150
154—	R. J. Cook	Halswell	1924	B.S.A.	250
155—	M. J. La Haye	Auckland	1927	Sunbeam 9	493
156—	D. Hay	Nelson	1921	B.S.A.	350
157—	A. McIntosh	Invercargill	1927	Harley-Davidson	1000
158—	N. A. McMillan	Invercargill	1922	B.S.A.	770
159—	N. Sutton	Christchurch	1914	Triumph s/c	550
160—	N. Sutton	Christchurch	1923	Indian Scout	598
161—	R. Gadd	Petone	1914	Ariel twin	650
162—	W. G. Marra	Christchurch	1929	Ariel	500
163—	J. W. Longstaffe	Dunedin	1918	Indian Powerplus	998
164—	D. DeThier	Christchurch	1908	Humber	498
165—	J. F. Toomey	Invercargill	1929	A.J.S.	350
166—	I. Happer	Dunsandel	1905	Vindec Special	350
167—	I. Happer	Dunsandel	1924	B.S.A.	250
168—	K. Cutten	Auckland	1938	Scott Flying Sgl.	498
169—	B. G. Longstaffe	Dunedin	1917	New Hudson	498
170—	B. J. Allingham	Christchurch	1925	Norton Mod. 18	498
171—	P. R. McCulloch	Timaru	1926	A.J.S.	350
172—	M. W. Ludecke	Christchurch	1936	Norton International	500
173—	D. R. Edwards	Christchurch	1930	A.J.S. Twin	1000
174—	D. R. Ruddle	Dunedin	1918	Harley-Davidson s/c	1000
175—	R. H. Haynes	Christchurch	1937	Scott Flying Sgl.	600
176—	L. R. Anderson	Timaru	1930	Velocette K	350
177—	G. A. Hart	Ashburton	1930	A.J.S.	500
178—	M. R. Coutts	Invercargill	1938	Norton ES2	498
179—	M. Knight	Stratford	1925	A.J.S.	350
180—	F. Hemingway	Normanby	1929	Norton	500

ENTRANTS

No.	Owner	Locality	Year	Make	c.c.
181—	E. G. Sandbrook	Huntly	1938	Harley Servi-car	750
182—	J. M. White	Hamilton		Douglas	350
183—	G. J. Owen	Christchurch	1929	Velocette KN	350
184—	A. Pearson	Hamilton	1949	Velocette LE	149
185—	B. B. Moir	Rangiora	1928	Indian Scout	596
186—	N. J. Sisson	Christchurch	1914	James	600
187—	B. Lay	Havelock North	1913	B.S.A.	500
188—	A. J. Torrance	Rangiora	1926	Harley-Davidson	1200
189—	C. J. Chaston	Christchurch	1912	Alldays & Onions	500
190—	B. Elder	Waimate	1935	Triumph L2/1	250
191—	C. B. Winter	Dunedin	1911	A.J.S.	250
192—	I. R. Godfrey	Dargaville	1927	Douglas EH	600
193—	G. Nye	Waimate	1936	Velocette MSS	500
194—	E. Tolhurst	Christchurch	1926	Norton	500
195—	W. Piddington	Timaru	1913	A.J.S. twin	750
196—	T. A. Chappell	Leeston	1926	Indian Scout s/c	750
197—	N. C. Price	Christchurch	1922	B.S.A.	557
198—	J. W. Toohey (Mrs)	Culverden		Hobart	125
199—	J. W. Toohey	Culverden	1929	B.S.A.	496
200—	R. B. Scott	Christchurch	1925	B.S.A.	250
201—	W. J. Williamson	Christchurch	1952	Ducati Cucciolo	48
202—	G. M. Thompson	Ashburton	1925	B.S.A.	250
203—	B. Anderson	Napier	1912	Endurance	540
204—	E. K. Newman	Christchurch	1925	Harley-Davidson	1000
205—	C. J. Chaston	Christchurch	1925	Harley-Davidson	1000
206—	K. Horgan	Christchurch	1929	A.J.S.	500
207—	M. McFedries	Christchurch	1902	Phoenix	288
208—	A. Gunn	Milton	1930	A.J.S. Sloper	350
209—	L. D. Marshall	Oamaru	1951	Vincent Comet	499
210—	F. Renwick	Christchurch	1924	Douglas	348
211—	G. T. Paterson	Christchurch	1922	Douglas	348
212—	A. Brehaut	Timaru	1920	Douglas	348
213—	N. Pilkington	Kawerau	1941	Indian	500
214—	N. Hayes	Invercargill	1927	Indian 4-cyl.	1260
215—	N. Hayes	Invercargill	1919	Indian Daytona	1000
216—	M. C. Allan	Ashburton	1924	B.S.A.	249
217—	B. Allan	Ashburton	1926	Triumph	500
218—	D. Fowler	Christchurch	1914	Triumph Baby	225
219—	R. Harris	Christchurch	1929	B.S.A.	493
220—	F. H. Letts	Christchurch	1919	Harley-Davidson	1000
221—	E. Fussell	Timaru	1929	Indian	650
222—	G. M. Bain	Christchurch	1954	A.J.S. 7R	498
223—	R. D. McIvor	Invercargill	1922	Triumph Riccardo	500
224—	E. Mattsen	Christchurch	1941	Army Indian	550
225—	A. G. Taylor	Christchurch	1916	Triumph	600

W. U. BAKER & SONS LTD.

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POTTED HISTORIES

By GEOFF HOCKLEY

The stories behind the machines in the 1973 National Motorcycle Rally.

ABINGDON "KING DICK"—Built in Birmingham and popular in New Zealand from pre-World War I days up to the early 1920's, the King Dick singles and twins were well-built British machines of conventional design. The 5-6 h.p. twin was a popular sidecar hauler and the "Christchurch Star" newspaper used several King Dick outfits for delivery purposes.

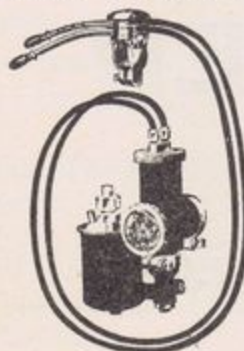
ACE—This famous American four-cylinder machine pursued a somewhat checkered career from its inception in 1920 until 1926, when the Ace Motor Corporation ceased operations and production was carried on by Michigan Motors Corporation, which, in turn, sold out a year later to the then famous Indian Motorcycle Co., of Springfield, Mass., which carried on manufacture under the name of Indian Ace. In 1929 the name "Ace" was dropped and from then onwards the modified and redesigned machine became the Indian Four.

ALLDAYS—Another Birmingham-built machine, the "Alldays" Matchless (no connection with the other famous British make of that name) came in a variety of models of sound design and fine finish with engines of the firm's own manufacture. In the later years of the firm a very pleasing small two-stroke, the Allon, made its appearance.



ARIEL—The history of this old-established firm (now, unhappily, defunct) would take too long to relate here, but the name of Ariel was famous from the earliest days of the industry. The various models produced during the company's long career are simply too numerous to mention, but the famous "Red Hunter" series of sporting singles, and the celebrated "Square Four" four-cylinder models, are among the best-known of the Ariel factory's products.

B.S.A.—One of the few surviving British motorcycle producers, this famous firm has produced some very fine models since the appearance of the first B.S.A. motorcycle in 1911. Among the many which come to mind are the old "4½ h.p." sloggers of pre-World War I and after, the sweet-running "Slopers" and "Blue Stars", the "Silver Star" sports series of 1939, the renowned "Gold Star" racing models, perhaps the fastest over-the-counter push-rod singles ever built, and the well-known "Golden Flash" vertical twins.



CALTHORPE—Once quite a well-known name in the industry, the earlier Calthorpes used proprietary engines, but later the firm produced its own. Perhaps the most popular Calthorpe was the "Ivory" model produced in 250, 350 and 500 c.c. sizes. These were extremely trim, "cobby" machines of most pleasing lines. The firm went into liquidation in 1938.

DOUGLAS—Although no longer produced, the name of "Douglas" is unlikely ever to be forgotten in motorcycle history. Famed in the early days for sweet running, easy starting 350 c.c. opposed twins, the company went on to produce some models which achieved reputations in the sporting arena, such as the famous dirt-track model, and touring machines of advanced design such as the "Endeavour" shaft-drive, transverse-engine opposed twin. An advanced version of this model, with an o.h.v. engine and torsion-bar suspension, was the last Douglas to appear.



DUFAUX—Very little information is available about this rare and interesting make. This motorcycle was manufactured probably between 1905 and 1908 by H. & A. Dufaux & Co., France. The machine goes very well and has a very ingenious automatic valve system. Also interesting to note is that Australia and New Zealand appear among the countries covered by the 1904 patent plate.

ENDURANCE—Built in Birmingham in pre-World War I times, and for a few years afterwards, the Endurance was never in large-scale production and used various proprietary engines. The Anderson entry in the Rally, as well as being an outstanding example of the restorer's art, must be an extremely rare specimen of this make.

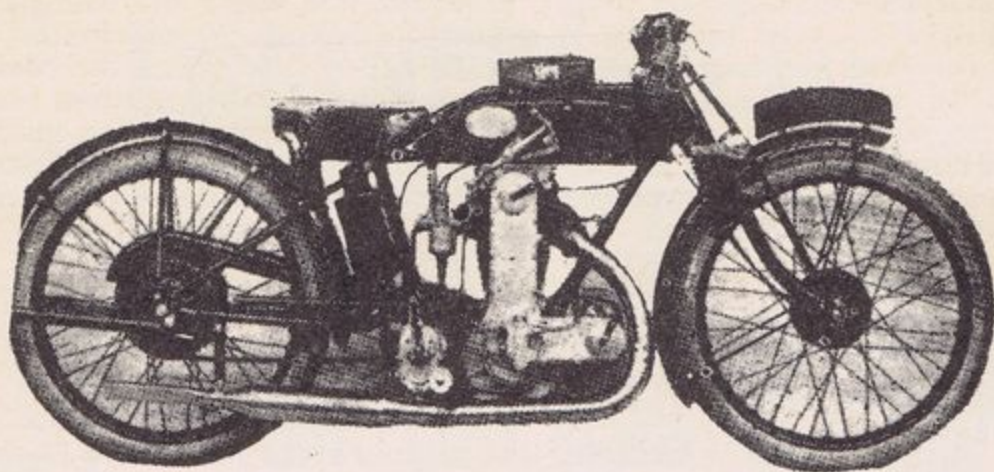
F.N.—This famous Belgian make was among the pioneers of the industry and is still in existence. Perhaps the F.N. model easiest to call to mind is the shaft-driven four-cylinder machine introduced in the early 1900's and marketed until 1923, when the shaft was discarded in favour of chain transmission. A small shaft-driven single was also available among the many models built by this famous concern.

HARLEY-DAVIDSON—This famous American machine, introduced in the early 1900's and still going very strongly indeed, has achieved a well-deserved reputation for its ability to "take it" under strenuous conditions. Many of our "senior citizens" will recall the days of the popularity of the side-delivery with business firms and the tremendous loads hauled around the city by Harley delivery outfits. Although the Harley range has included some very successful single-cylinder models, to-day, as always, the firm is most celebrated for its 1000 and 1200 c.c. big twins.

HOBART—One of the many small firms producing machines using proprietary components such as J.A.P., Villiers and Blackburn engines, Sturmey-Archer gearboxes and other fittings., the Hobart company also built some machines powered by machines of their own manufacture. However, the great majority were "assembled" jobs. A popular Hobart model was a two-stroke of quite attractive appearance. Speaking from memory, I think the company ceased manufacture in the early 1920's.



HUMBER—This firm ceased motorcycle production in 1930 and in the years since its inception about 30 years before, it produced many well-built singles and opposed twins until it was decided to concentrate on 350 c.c. singles, side-valves only for a year or two, until an o.h.v. model was added. Later, a smart-looking twin-port o.h.c. model made its appearance.



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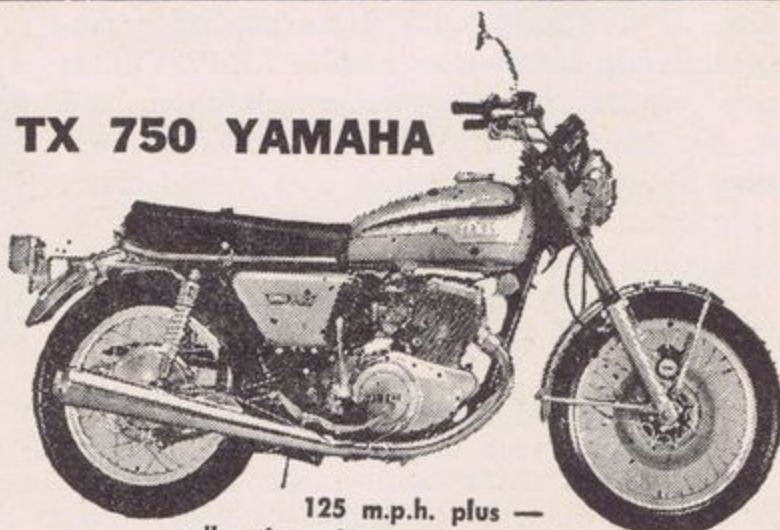
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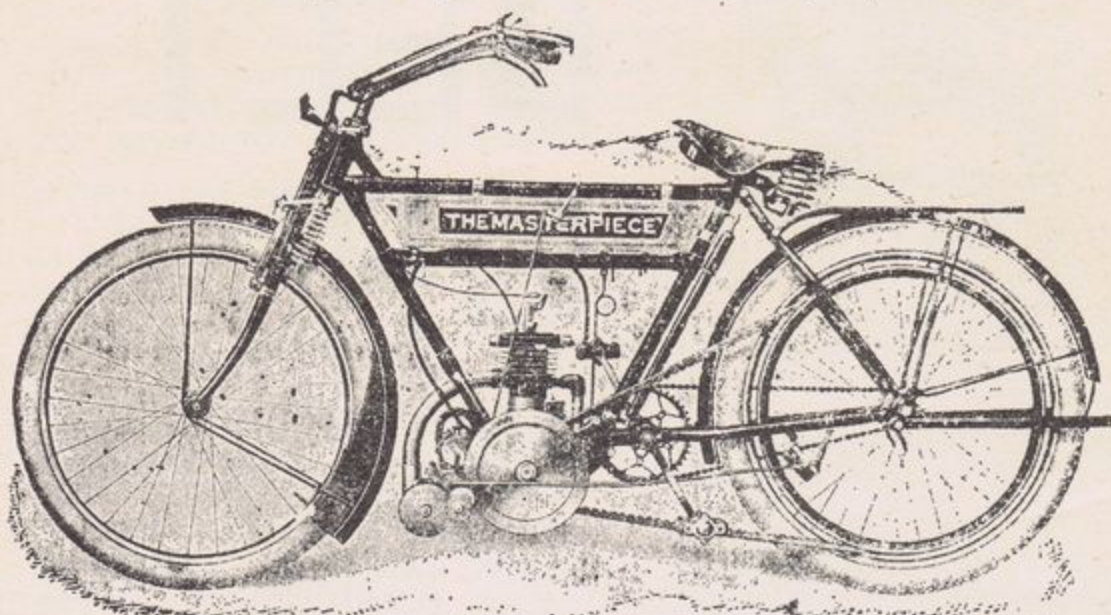
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3½ NORTON 1st RELIABILITY. 3½ NORTON 1st HILLCLIMBING
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The Norton was the only machine to get through with full marks and to obtain a Gold Medal.

This speaks Volumes for "Nortons" superiority, the first time a Norton was entered in a trial in N.Z. Catalogues and full particulars from

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"I ASKED MY BOYFRIEND THAT QUESTION JUST THE OTHER DAY. WHY, WITH A SEAT BELT ON YOU FEEL ALL CRAMPED UP - YOU KNOW, CAN'T MOVE - ANYWAY, WE WENT DOWN TO ERIC WOOD'S MOTOR CYCLE SHOP TO HAVE A LOOK AT SOME FREEDOM MACHINES AND WE BOUGHT ONE. YES, WE BOUGHT SOME FREEDOM."



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INDIAN—Of the many once famous makes which are no longer with us, it perhaps might be said that Indian is among those most mourned. The history of this famous American machine is too long to recount here, but in the more than a half-century of its existence it made many milestones in motorcycle history. For many years the factory in Springfield, Mass., was the largest producer of motorcycles in the world, and Indians achieved fame in all branches of the sport. The famous Scout, introduced in 1920, was an instantaneous success. In 1914, Indian introduced the first electric self-starting motorcycle, and although this innovation really did work, it was premature for its day and was later dropped, but Indian engineers deserved credit for their progressive outlook nearly 60 years ago. Due to an unfortunate chain of circumstances and poor management, manufacture ceased in 1953.

JAMES—Another Birmingham-based concern, and still another which is no longer with us, the James factory produced some very fine models in the fifty years or so of its existence, and apart from the use of Villiers engines in their two-stroke models, engines and gearboxes were built in the James factory. The sweet running little 500 c.c. s.v. V twin was popular as a solo mount and for the sidecarist the big singles were lusty pullers. James engines were distinguished by the "staggered" cylinder fins. For some years prior to ceasing production the James concern was taken over by Associated Motorcycles and production was confined solely to two-strokes.

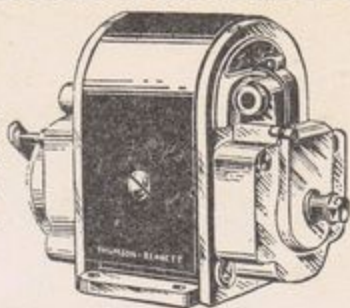
LEVIS—For many years since its inception in 1911, the name "Levis" and "two-stroke" were synonymous, and the 211 c.c. or "2½ h.p." Levis was undoubtedly in the very front rank of the 2-stroke field, winning the 250 c.c. class in the 1920 and 1922 I.O.M. Tourist Trophy races. In 1927 a 350 c.c. o.h.v. single made its bow, and in the ensuing years, until the war stopped production in 1939, other well-designed and finely-finished o.h.v. models of 250, 500 and 600 c.c., all singles, were introduced. Unfortunately production was not resumed after the war and yet another fine machine became only a memory.



MATCHLESS—At about the turn of the century the Collier brothers opened their factory in London to produce their brain-child, the "Matchless" motorcycle, which in years to come was to become a household word in the motorcycling world. Competition successes helped put the machine on the map and after World War I, unlike some less fortunate firms, production was resumed and the Matchless became one of Britain's leading motorcycles. Many Matchless models were conventional design using J.A.P. or M.A.G. engines, but some were of distinctive design, such as the o.h.c. 350 c.c. single of 1923 and the narrow-angle 400 c.c. twin "Silver Arrow" of 1930 and the 600 c.c. o.h.c. four-cylinder "Silver Hawk" of 1931. The firm also survived the Second World War and became one of the leaders in the post-war field, but to the best of my knowledge the Matchless has joined the "great majority."

MILITAIRE—From Masterton comes this remarkable "four," property of that well-known vintage motorcycle collector, Glen Bull, who acquired it in a dismantled state minus several components. The Militaire, built in Cleveland, Ohio up to 1920, featured artillery wooden wheels and

small retractable idle wheels, while the frame and front end were unconventional to say the least, with cantilever springing front and rear and shaft drive. The Militaire designer certainly wasn't a slave to convention.



NEW COMET—Before World War I a small factory in Princip Street, Birmingham, was turning out a range of lightweight machines under the name "New Comet", using J.A.P., Villiers, Peco and Precision engines, Sturmey-Archer and Albion gearboxes and other bought-in components. After the war production was resumed in sporadic fashion. Shipped to New Zealand were a few 147 c.c. Villiers-engined models, one or two of which may be seen here in the Rally.

NEW HUDSON—Several different models of more or less conventional design emanated from the Birmingham factory of New Hudson Ltd. between 1911 and the 1920's. The earlier models were confined to side-valve singles and V twins but o.h.v. models were introduced in the twenties. Somehow, this make always seemed to me to just fail to "click." It had quite a few racing success, including second place in the 1927 I.O.M. senior T.T. race. A rather unconventional semi-enclosed model was introduced in 1931 and continued in 1932, but it was not extremely popular and motorcycle manufacture was discontinued late that year.

NORTON—Earning undying fame by its formidable list of road-racing successes over a period of some 30 years, it's a pleasure to record that this famous make is still with us and is a potent member of the surviving "Big Three" of the British motorcycle industry. Long may it continue!

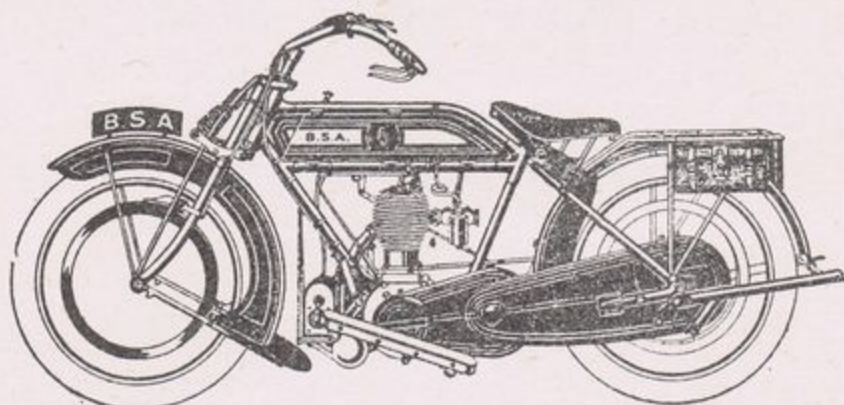
PANTHER—Successor to the old "P. & M." (Phelon & Moore) which from its earliest days featured chain drive and an inclined engine whose cylinder doubled as a receptacle for the piston and as the frame front down tube, the later "Panther" big singles were of similar design and although hardly potential beauty contest winners they were doughty sloggers and as such were popular as sidecar haulers. In later years various other models were introduced, including the "Panthette," a 250 c.c. o.h.v. transverse twin, designed by the late Granville Bradshaw, but it never really made the grade. The post-war scene was somewhat scratchy and in the late 1950's the firm attempted to climb on the scooter band-wagon with a two-stroke vehicle. I am not sure if Panthers are still in production, but if so, it must be limited.

READING STANDARD—Built in Reading, Pennsylvania, the makers' slogan was "Built And Tested In The Mountains," but unkind rivals averred that it should have been "Built In The Mountains And Tested



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- ★ Open Saturday Mornings

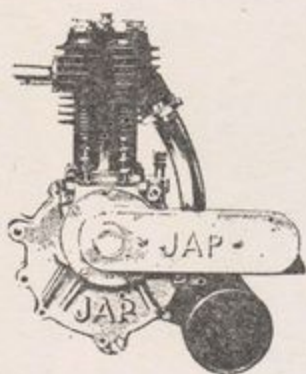
TELEPHONE ROLLESTON 766

(V.C.C. Member)

Downhill"—a quite undeserved slander, for though the old R.S. wasn't perhaps the most refined of machines its big side-valve engine had plenty of pull. Last year of production was 1924.

RALEIGH—Another very old British firm—still going but with the accent on bicycles and mopeds, I fancy. But in its heyday the Raleigh Co. had a large output of various sizes of motorcycles. In the 1920's they produced a 700 c.c. opposed twin and later a V twin of 800 c.c., plus a few single-cylinder models, including quite potent 350 and 500 c.c. o.h.v. machines and a very popular little 250 c.c. side-valve.

RUDGE-WHITWORTH—Another famed concern whose demise saddened me! Back in pre-World War I days the T.T. model Rudge with its "infinitely variable" (between about $3\frac{1}{2}$ and $6\frac{1}{2}$ to 1) "Multi" gear was a good-looker and its i.o.e. engine was more than a match for the typical 500 c.c. side-valve of the period. Later came the famous four-valvers, and later still the radial-head four-valves which swept the board in the 1930 I.O.M. T.T. races. The Rudge had its little peculiarities—but I mourn its passing!



ROVER—The Rover Company of Coventry built good motorcycles from 1902 until 1925, when it's said, production was stopped to concentrate on the increased demand for Rover cars. Silence and sweet running characterized the Rover twins and singles, especially those with Rover-built engines—I don't think anything could hold a candle to them for smoothness among single-cylinder machines. The last Rovers produced were unit-construction 250 and 350 c.c. o.h.v. singles, but 1925 saw them fade from the motorcycle field.

ROYAL ENFIELD—Still another well-known British firm "gone with the wind"—and it started, I think, in 1900. They made (like many other concerns) many good and a few poor models, one of the former being the famous V twin sidecar outfit (used by the P. & T. Dept. here and in other N.Z. centres). Their 225 c.c. two-stroke had a good reputation, too, also the little "3 h.p." twin, which (I think) had a Swiss M.A.G. engine. They jumped on the vertical-twin bandwagon after World War II, but I think there were better machines of the type. Some time ago I saw that they were producing a 750 c.c. version of their original vertical twin—the "Interceptor"—for the Yank market, but I haven't heard of it of late.

SUNBEAM—Yet another aristocrat which has disappeared from the motorcycle scene is the famous Sunbeam, whose finish was a by-word and whose performance did not belie its appearance. Who will forget the Model 90 of pre-war days? After the war came a bold new project, the S7 in-line vertical twin with shaft drive, which, with its sister machine, the slightly lighter and more sporting S8, met with a good reception from post-war buyers, but alas! it met the same fate as many other fine machines and 1954 saw this famous name vanish from the scene.

SUN—Another Birmingham-built (or "assembled" would be a more accurate term) machine which turned out a variety of models prior to, and for a time after, World War I. There were two-strokes and four-

THE 'GOOD OLD DAYS' ARE STILL HERE



Shell's connection with motor cycling goes back to the very early days of leather caps and goggles. Indeed Shell was a familiar name when the first



motorcycles ventured precariously out on to the roads. It is the same today — Shell's name is known and respected wherever motorcycling is mentioned.

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You'll be glad you did . . . !

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There's someone down there just waiting to talk YAMAHA to you now.

See you at:

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NEW BRIGHTON**

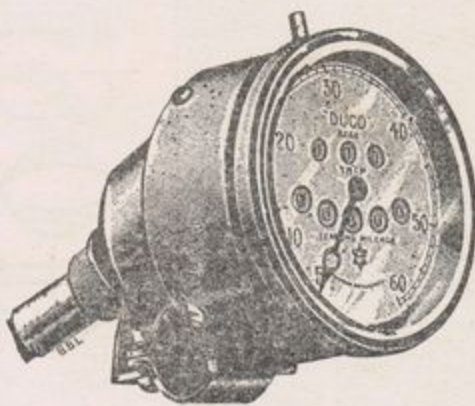
VINDEC—There are two machines of this name, one a British machine built in London by Brown Bros. (who also built the "Brown" motorcycle) and the German-built machine (which I fancy is the entry in the Rally, as it is fitted with the type of spring fork peculiar to the German Vindec, or Vindec Special as it was called in England to avoid being confused with its British counterpart). This fork is somewhat of a curiosity as it seems to be based on the swinging-arm principle. I can't find any record of the Vindeck surviving the 1914-18 war.



COMPRESSION
TAP.

A.B.C.—Brain-child of that somewhat eccentric genius, Granville Bradshaw, the A.B.C. made its debut soon after the 1914-18 war, and its advanced design created a sensation. The 398 c.c. transversely-mounted opposed engine featured overhead valves in hemispherical heads, steel cylinders and a four-speed gearbox in unit with the engine. The duplex frame had leaf springing front and rear. However, due to various causes, some of which were not connected with the worth of otherwise of the machine production ceased after a couple of years and surviving machines of this make are still eagerly sought by collectors.

DUCATI CUCCIOLO—Little pup power cycle. This o.h.v. Italian-made engine of 48 c.c. has a wee sump. It has an English frame made by Dunelt, tailored to take the Ducati motor, and with sprung front forks and a two-speed gearbox. This moped has been completely restored since a serious accident several years ago when the only unit undamaged was the engine. These were extremely popular mopeds and many of them have "clocked" huge mileages with very little maintenance.



GOOD WISHES FROM OVERSEAS

One of the most heartening of features encountered by the hard-working Rally Organisers, has been the good wishes for the success of the function received from overseas Vintage and Veteran Motorcycle enthusiasts.

With the 1972 International Rally only a year past, an event which involved overseas competitors in no small expense, the 1973 National Motorcycle Rally organisers didn't expect many riders to make another trip to New Zealand so soon, but judging by the letters received from overseas, many members of the fraternity will be with us "in spirit" if not in person. We would like to thank all those who have written wishing the venture success and do express our regret that they are unable to be present.

We especially extend thanks and greetings to Mr Arthur Signal, President of the Antique Motorcycle Club of America, and to Mr Ted Hodgdon, a founder member of the A.M.C., who play a prominent role in fostering the vintage movement in the U.S.A., and we very much regret their inability to be present.

A SYNOPSIS OF Harley Davidson PERFORMANCES

Since their introduction to Christchurch.

10 Mile Open	Handicap Plumptre Park <i>First and Second.</i>
30 Mile Solo	Handicap Brighton Beach <i>First and Fastest Time.</i>
30 Mile Sidecar	Handicap Brighton Beach <i>Second and Fastest Time.</i>
50 Mile Solo	Handicap Brighton Beach <i>Second and Fastest Time.</i>
3 Mile Solo	Handicap Brighton Beach <i>Second and Fastest Time.</i>
5 Mile Novice	Handicap Brighton Beach <i>Second and Fastest Time.</i>
25 Mile Solo	Handicap Brighton Beach <i>Fourth and Fastest Time.</i>

The Christchurch to Hanmer and back record of 172 miles in 4 hrs. 44 mins, still stands to the credit of the **Harley-Davidson**.

These are the only events in which the Harley-Davidson Motor Cycle has completed.

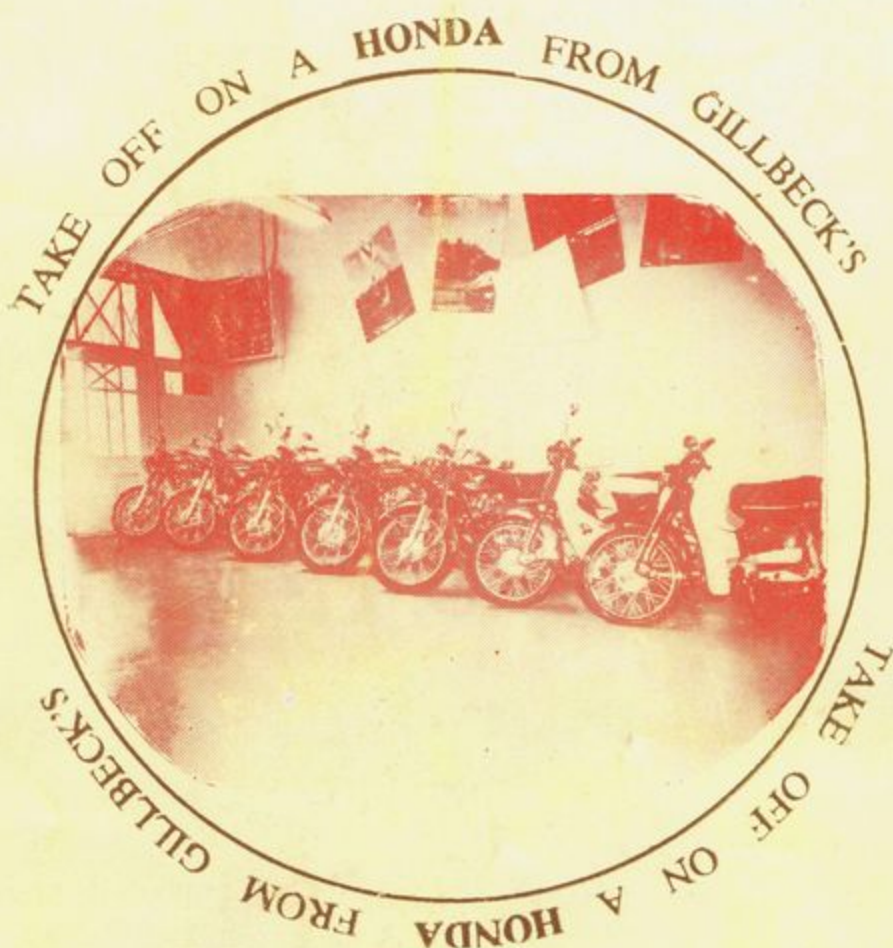
Achievements such as these need no bolstering, facts speak for themselves.

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