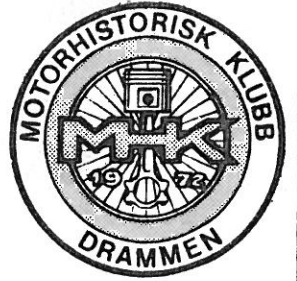


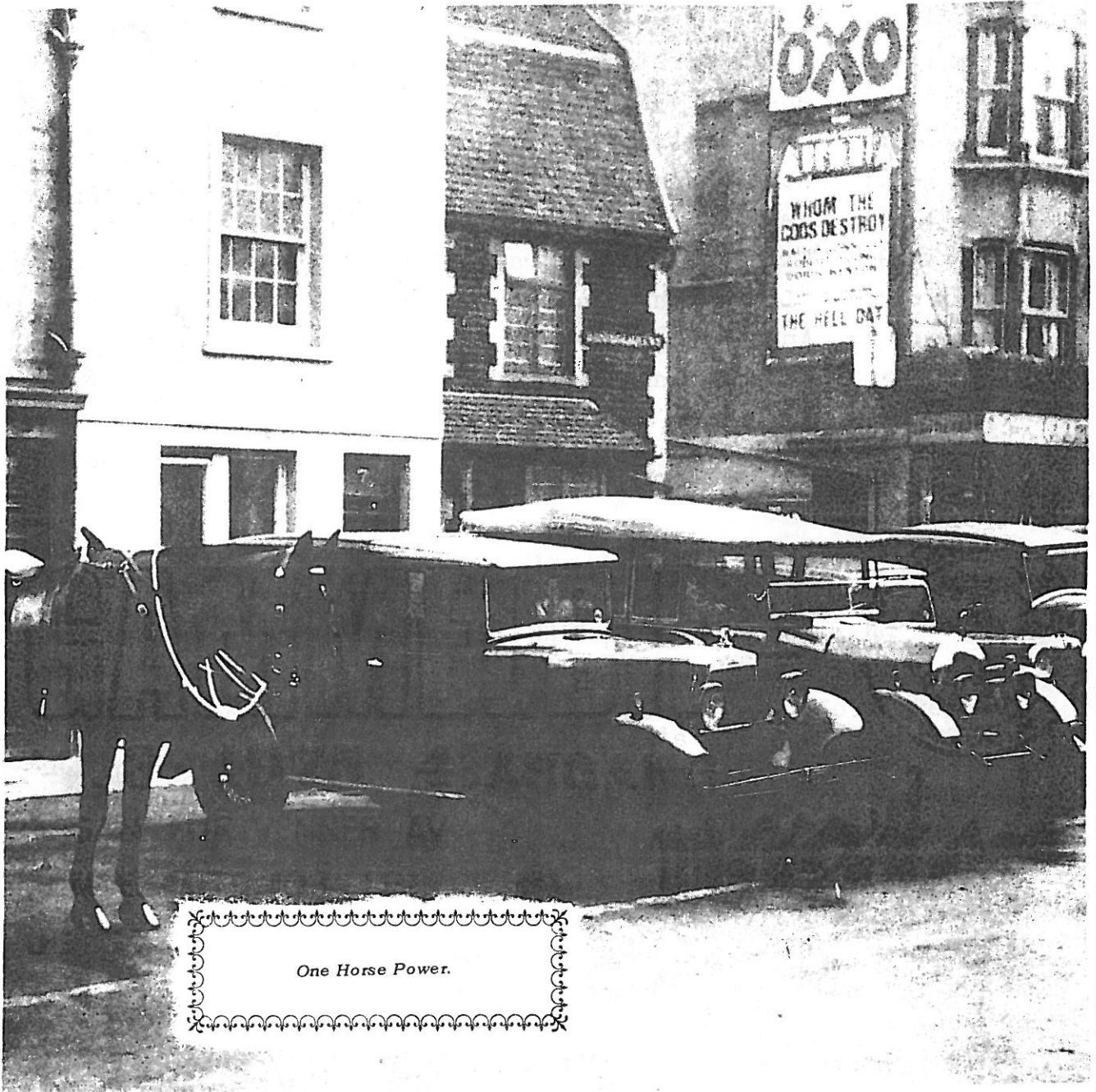
GAMMELBIL -



NR. 3 · 1975 4. ÅRGANG

ORGAN FOR VENNER AV
GAMLE AUTOMOBILER
OG MOTORCYKLER

● *posten*



One Horse Power.

Motorhistorisk klubb · Drammen

- DETTE NUMMER INNEHOLDER :

- side 1: Forsiden: "One Horse Power"
2: Innholdsfortegnelse
3: Redaksjonelt - Adresser
4: Månedens veteran m.m.
5: Møtereferatene.
6: MC-siden: NSU's historie (del 2)
7-8: HD's historie (siste del) v/Hans Öye
9-10: Norges Brannkasse's forsikringsbetingelser.
11-16: Henry's Lady "A" (del II: 1929) v/Håkon Røine
17-29: Et tilbud om veteranbillitteratur.
30: "Litt av hvert..." - Annonser.
31: Annonser.
32: Baksideannonsen

---oo0oo---

EN LITEN EKSTRA MELDING-:

Terminlisten for sesongen 1975 er stort sett klar "i kladden", men er foreløpig ikke endelig behandlet. Vi kan imidlertid allerede nå avsløre at "DRAMMENSLØPET 1975" er fastlagt til søndag 11. mai, og starten er planlagt å gå fra Tinghusplassen i Engene. Ytterligere opplysninger har det hittil vært umulig å få løpskomiteen til å röpe om dette arrangementet. Men nå vet dere altså når dere skal begynne å polere gamlingen.....!

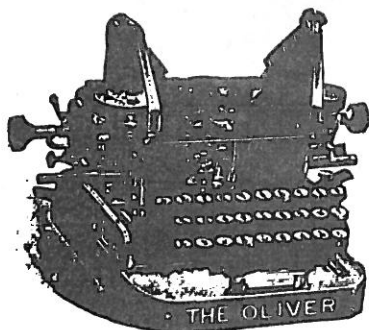
GAMMELBIL - posten

ORGAN FOR
"MOTORHISTORISK KLUBB - DRAMMEN."
- samt andre venner av gamle
automobiler og motorcykler -

NR. 3/1975 (nr. 24) - Mars - 4. ÅRGANG

REDAKSJONSADRESSE:

ØIVIND LANGELAND - POSTBOKS 1081 - 3001 DRAMMEN
(Benytt denne adresse ved abonnementsbetaling og øvrige henvendelser.)
ARSABONNEMENT (10 nr.) KOSTER P.T. KR. 50,-



Redaksjonelt

"Sorgen og glæden de vandrer tilhobe" heter det i et eller annet salmevers, og det er såvisst ingen usannhet. Heldigvis er samme sorger og gleder variable både i antall og omfang, men "tilhobe" vandrer de, og avløser hverandre gjør de heldigvis også og er med på å krydre vår eksistens.

Akkurat i disse dager synes vi det tilhører "gløden" å kunne notere at vinteren sakte slipper taket, og at dagen nå er

blitt nesten 5 timer lenger enn den var i den mørkeste tiden tett innunder jul. Dermed nærmer vi oss tiden da det atter er aktuelt å pusse støvet av "de gamle" foran en ny sesong, og det skulle vel stå i "glædens" tegn..?

På sorgens konto mener vi det er grunn til å føre at våre statlige "gribber" nok en gang tar et grådig jafs i vår pengepung; det er jo forøvrig ytterst sjelden at det skjer noe gledelig i statlig regi. Denne gangen er det atter portotakstene som gjør et veritabelt byks oppover, - på noen sendinger 40%(!)- og vi tar neppe mye feil hvis vi antyder at Norge nå må ha de høyeste portotakster i verden.

Samtidig registrerer vi at prisene på papir ennå en gang har gått opp (det er fjerde gang på ett år!) med 25-40%, og det er fremdeles "oljekrisen" som oppgis å være grunnen! Dermed er papirprisene steget til det dobbelte iløpet av ett år, slik at det nå er en ytterst betenkelig og høyst tvilsom økonomisk affære å forestå utgivelsen av vårt beskjedne klubborgan. Vi ser ingen annen løsning enn å øke prisen eller å redusere sidetallet, hvis ingen annen mirakuløs utvei skulle dukke opp; - det motsatte alternativet er "avisdøden". Trolig dør vi ikke alene.... Ø.L.

MOTORHISTORISK KLUBB - DRAMMEN

Postboks 2193, Strömsö, 3001 Drammen.

POSTGIROKONTO NR. 3 75 09 24.

Stiftet 18. okt. 1972



KLUBBENS STYRE:

FORMANN: Alf Bryhn, Box 174, 3430 SPIKKESTAD
NESTFORMANN: Per Gran-Henriksen, Haskollvn. 34c, 3400 LIERBYEN
SEKRETÆR: Björn S. Nilsen, Jonsokvn. 22, 3000 DRAMMEN
KASSERER: Tore Ödegaard, Nordbyveien 91, 3000 DRAMMEN
STYREMEDLEM 1: Finn Torgersen, Riksveien, 3020 KROKSTADELVA
STYREMEDLEM 2: Gunnar Kristiansen, Åsen, 3050 MJÖNDALEN
- Medlemskontingent: Kr. 10,- pr. år. -

Livsfarleg Luksus

Dette Hesteskræme tek no til aa gaa Bonden tett inn paa Livet. Ein kan no snaudt vaaga seg ut paa Landevegen, kjøyrande lenger. Rett som det er kjem det ein Automobil susande, og daa kan det gaa paa Livet laust, jamvel um ein hev ein gamal sto Hest . . .

. . . Det er ikkje Meining i at det er opna Drift for Automobilar paa gamle, krokute og bakkute Vegar . . . medan Automobilarne berre er Luksus for nokre Rikmänner i Byarne. Det einaste kunde vera paa større, nye Vegar — og so med R u t e.

. . . Ei Spersmaal til Slutt: Er det rimeligt, at Bonden skal vaaga Livet sit, for at Luksusmännerne skal faa styra Lysti si? For det er Livsvaaga aa ferdaat kjøyrande etter Vegen no.

S. B.

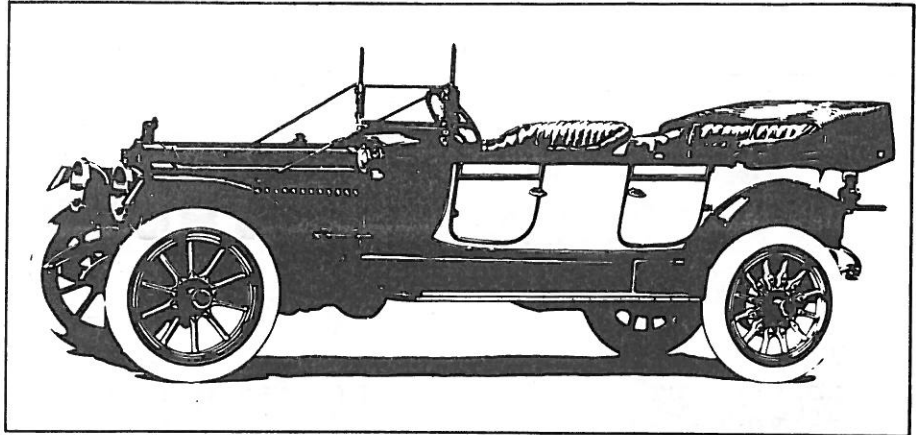
(Gudbrandsdølen 23/6 1908)

Faasberg Herredstyre

vedtog i Møde iforgaars følgende Beslutning med 11 mot 9 Stemmer: 1) I Loven bør indtages Bestemmelser om at den ikke rutebundne Motorvognkjørsel indskrænkes til 2 Dage i Ugen. 2) At Motorvognruter paa dertil skikkede Veie kun tillades efter bevilgning af Herredstyre og Velstyre. Minoriteten stemte for et af Brekke fremsat Forslag, som gik ud paa ikke at oplade Velene idetheletat for Kjørsel med Motorvogne for Tiden.

(Gudbrandsdølen 4/7 1908)

Ålåneden's veteran:



PACKARD 1915.

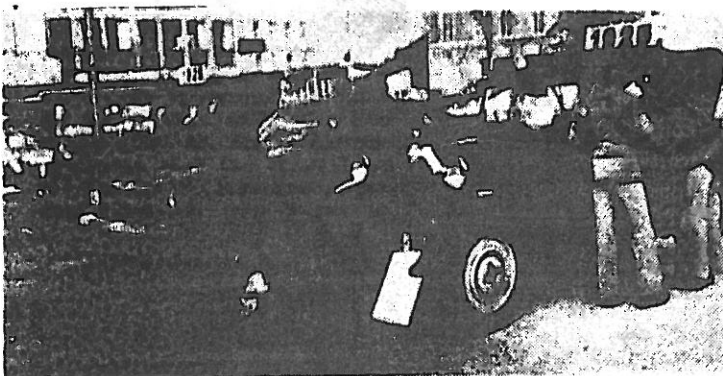
Sammen med broren William drev James Ward Packard til å begynne med en fabrikk for elektrokabler m.v. I et raseri over en dårlig bil han hadde kjøpt, bygget J.W.Packard i 1899 sin egen bil, -noe som skulle vise seg å gi støtet til at en av verdens mest gedigne bilmerker så dagens lys. I 1903 ble PACKARD MOTOR CAR COMPANY etablert i Detroit, og etter at en rekke gode 4, 6 og 8-cyl. modeller var produsert, kom fabrikken i 1915 med en imponerende V 12-utgave. Etter som PACKARD's biler var gedigne, kostbare "rikmannsbiler", hadde de relativt sett liten utbredelse, sammenlignet med billigere merker. En T-Ford kostet til sammenligning ca. 500 \$, mens en PACKARD samtidig kostet omlag 8000 \$; -altså 16 ganger mer! I 1954 ble Packard Car Motor Co. sammensluttet med Studebaker, og i 1959 var det tradisjonsrike merket fullstendig opphørt. (Tegningen er laget av Björn Sand)

NESTE MØTE:

Vi håper at ingen skremmes fra å komme, når vi opplyser at vårt neste medlemsmøte er TIRSDAG 1. APRIL (!) Som vanlig starter vi klokken 1900, -og møtestedet er fremdeles på "HEIMEVERNSHUSET", Landfaldøya 131.....

NAF's DRAMMENS-AVDELING FYLLER 50 ÅR.

Det måtte gammelbiler til for å få til den rette stemningen da Drammen og Om-land avd. av Norges Automobil Forbund feiret sitt 50-års jubileum lørdag 15. februar! Milepælen ble bl.a. markert med en utstilling på Bragernes Torg, hvor to av våre lokale veteranbiler var stillt ut i selskap med en Chevrolet av årets modell. De to gamle var Gunnar Kristiansens 1927 Ford T og Finn Torgersens Mathis fra samme år, og publikums interesse var avgjort i favør av gammelbilene! Om kvelden sto samme gamle kjøredoninger øresvakt foran inngangen til "Børsen", hvor de mer festlige ånnslag under jubileet fant sted. En lang og kald dag ble det for Finn og Gunnar, -morgentemperaturen i Drammen ble målt til 14 minusgrader!



NAF-utstillingen på torvet lørdag vakte oppsikt. To veteranvogner og en 75-modell markerte de 50 år.

STYREMÖTET 16. JANUAR.

Vårt styremöte denne gang ble holdt hjemme hos styremedlem Gunnar Kristiansen.

Det sto ingen spesielt store saker på dagsordenen. Mötet ble for en stor del viet innstillingen fra teknisk komite, og det syntes tydelig at komiteen har lagt ned meget arbeid for å få innstillingen så fullkommen som mulig, hvor våre medlemmers interesser uten tvil må sies å være ivaretatt. Innstillingen vil bli lagt frem for medlemmene så snart den er ferdigbehandlet.

Også dette mötet behandlet låven på Lierskogen; -det viser seg at endel leiere fremdeles står til rest med betalingen, tiltross for flere anmodninger om å ordne forholdet.

Resten av mötekvalden ble benyttet til saker av mer generell art, og etter å ha forsynt oss av fru Kristiansens veldekkede bord, hevet formannen mötet ca. kl. 23. För vi skiltes, ble det også tid til en sightseeing i Gunnars forskjellige garasjer, med verten som guide.
sekr.

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

MEDLEMSMÖTET 4. FEBRUAR.

Det var god oppslutning også på vårt februarmöte, -tirsdag den 4. de. Formannen refererte i sin innledning endel korrespondanse som var kommet til klubben, og ga så ordet til hr. Helgesen fra ANKER-SÖNNAK. Hr. Helgesen ga en meget grundig belæring om batterier, og tok for seg nokså detaljert såvel oppbygning og materialer i batteriproduksjonen, samt ga en rekke gode råd med hensyn til behandling, lading, vedlikehold og lagring. Han besvarte også en rekke spørsmål fra salen, og hans instruktive foredrag ga uten tvil megen ny viten også til dem som trodde seg nokså kyndige på batteriområdet.

Så var det kaffepause, med loddsalg - og som vanlig gikk bilpraten ivrig over kaffekoppene.

Etter kaffen kunne formannen introdusere aftenens andre gjest, Trygve Krogsæther fra NVK (og Oslo), som i foredrag og lysbilder "red sin spesielle kjepphest" - de ekte veteraner. Vi fikk en meget fylldig orientering om hva som finnes av veterankjöretöyer (för 1919) i Norge; -både de ferdig restaurerte, -de som er under arbeide, -og de som står lagret. Krogsæther har utvilsomt lagt ned et enormt arbeide for å skaffe alle disse opplysningene, og innehar stor viten på dette spesielle feltet. Et interessant foredrag, med mange morsomme bilder.

Dermed gjensto bare aftentrekningen, og det var på tide å bryte opp.
ref.

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

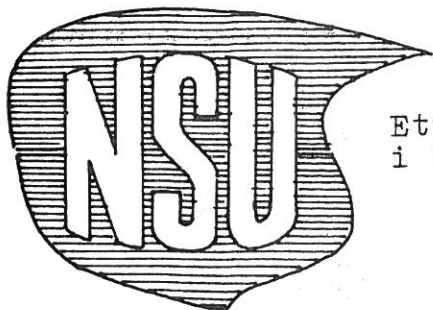
STYREMÖTET 13. FEBRUAR.

Torsdag 13. februar var styret samlet til möte hos undertegnede. Til mötet var invitert formannen i löpskomiteen, Håkon W. Röine, for å redegjøre for "kjöreplanene" for den kommende termin.

Innstillingen fra teknisk komite ble referert av formannen, men ble p.g.a. et uklart punkt besluttet utsatt til neste styremöte.

Alf Bryhn kunne fremlegge utkast til vogn- og jakkemerker fra en produsent i Vestfold, og styret fant utkastene så positive at man vil følge opp saken. När det gjelder våre så mange ganger omtalte stoffjakkemerker, som nå er ankommet, vil disse bli returnert da de fremdeles viste seg å være mangelfulle og unöyaktig utfört.

Ellers ble det besluttet å trykke nytt opplag av våre reviderte lover. Siste post på mötet var den planlagte Danmarkstur; -behandlingen blir utsatt til neste styremöte. Mötet ble hevet kl. 23.00. (SEKR)



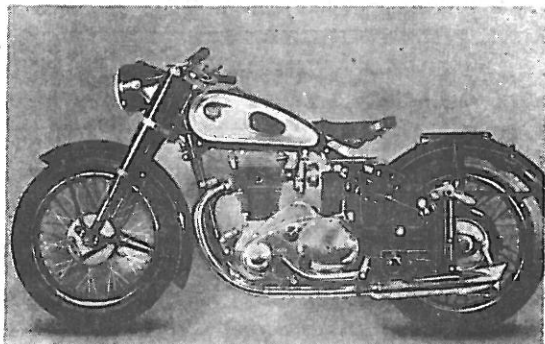
Etter en spesialartikkel
i "MC-NYTT" av Åke Wremp,
fritt oversatt
av
Öivind Langeland.
(DEL II)

MC- SIDEN

— EN AV DE FIRE STORE

SAMME MODELLER ETTER KRIGEN

For straks å igangsette produksjonen etter krigen gjorde NSU presis som sine konkurrenter. Man plukket frem tegningene fra 1939 og begynte med småmaskinene 98 cc Fox firetakt, 125-kubikk'eren ZDB og 251 OSL. Med typisk tysk grundighet bokførte NSU hele sin produksjon og kan den dag idag fremlegge sine sifrer fra starten og frem til 1965. For året 1947 gikk således antall produserte motorsykler opp i 75 stykker, - 17 125 cc maskiner og 58 250-kubikk'ere. Da er ikke medtatt 98 cc modelle-



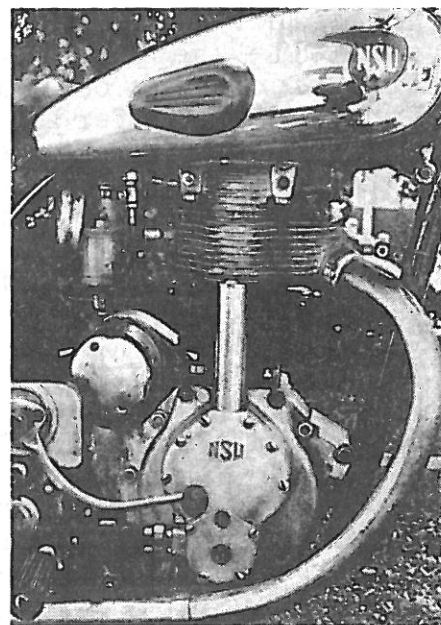
Etterkrigsmodellen "Konsul" ble en -ihvertfall på langturer- habil milsluker. Den 500 cc store motoren ga maskinen en topphastighet på cirka 125 km/t. og bensinforbruket lå på rundt halvliteren på mila. Som bildet viser, var teleskopgaffel og bakhjulsfjæring (plunger type) kommet til.

Kjeden gikk i en tett platekasse, ikke direkte i oljebad men i alle fall godt beskyttet mot støv og veisøle.

NYTT PROGRAM

I lengden nøyde imidlertid ikke NSU seg med å forbedre gamle modeller. Utviklingen krevde snart helt nye og hypermoderne maskiner, ute i verden konkurrerte allerede engelskmennene om kjøpernes gunst. I 1951-52 kom NSU's virkelige fremstöt med modellene Fox, Lux, og Max (som kom i '53), alle bygd opp på en ramme av presset stålplate og utstyrt med svingarmsfjæring såvel foran som bak. Effektmessig var det 250-kubikk'eren Max som tiltrakk seg størst oppmerksomhet. Den første versjonen ga 15 hk, -senere steg sifrene til 17 hk, og endelig til 18 hk ved 6500 omdr./min.

ne med pedaler, som NSU bygde såvel i damemodell som herremodell. Produksjonstoppen ble nådd i begynnelsen av 50-tallet, og kom opp i nærmere 60 000 maskiner i året. En del løse motorer ble også solgt; det satt bl.a. NSU-motor i den svenske "Svalan". Også fabrikasjonen av de store 500 cc maskinene kom igang i 1951, -modellen ble kalt Konsul II. Selve motoren var mye lik førkrigsversjonen, de største forandringene lå innvendig. Webb-gaffelen foran var erstattet med et grovt teleskop og bak satt en plungerfjæring med stillbar fjærspenning. Driv-



Ved første øyekast kan man tro at "Konsul"-motoren har overliggende kamaksel. Inne i det forkrommede røret går det imidlertid et par høyst ordinære støtstenger. Motoren er forøvrig ganske antikk i oppbygningen, med separat dynamo og gearkasse, -ikke i blokk som i vår tid.

(FORTS.)

HD historie siste del 1 VÆRDENS STØRSTE MOTORSYKKELFABRIKK

Hd hadde nå forbigått Indian i størrelse, og var dermed verdens største motorsykkelfabrikk. Besøkende ble imponert over den enorme fabrikken. Omvisning tok flere timer. Det var en motorsykkelverden for seg selv. Den var selvforsynt. Ledelsen var i besittelse av de kapasiteter som gjorde den uavhengig av utehforstående ekspertise. Bedriften var også økonomisk selvstendig. Utviklings og framstillingsavdelingen var den mest omfattende. De framstilte alt untatt forgassere kjeder og gummi. Til og med slike ting som tennplugger og smøreolje ble framstilt spesielt for HD og bare solgt gjennom godkjente HD forhandlere. Kompaniet utgav sitt eget månedlige magasin gratis til alle forhandlerregistrerte eiere - ikke noe stensilert billig, men trykt på blankt papir med illustrasjoner, helt profesjonelt. I midten av 20 årene i et opplag av 50 000 ex.

Det begynte i 1904 på 150 kv.fot - 1905 300, 1911 80.550 og 481 ansatte 1912 - 187.500 1012 ansatte. 1910 -20 ekspanderte til 600.000 kv fot med 2400 ansatte i 96 avdelinger, kapasitet 35.000 maskiner i året omsetn 12½ mill \$. Produksjonsutstyret hadde en verdi på 1 mill \$, og det ble brukt 100.000 \$ i året på fornyelse av avleste utstyr.

Forfatteren opplyser at Indian hadde på denne tiden en kapasitet på 30.000 maskiner. De neste i størrelse var Exelskor med 20-25.000 og ACE med 4000. Dette blir tilsammen 94.000 maskiner, jeg kjenner ikke tall for de andre Am. merker (Iver Johnsen, Tohr. Pope. Merkel. av L. Detroit. Cleveland) men det ligger vel nær å anta at den samlede produksjon må ha ligget over 100.000 maskiner pr år.

I midten av 20 årene var 4 syl maskiner svært populære i USA, og HD overveide å bygge en 4 syl. Man tilkalte en herre ved navn DE LONG han var en tidligere elev av W.G. Henderson og hadde vært med å konstruere både ACE og Cleveland 4. Det ble laget endel utkast og prototyp ble bygget, men mere kom det ikke ut av det. Faktum var at 4 syl var en luksus som ingen firma hadde kommet godt ut av det med i lengden. Den hadde for begrenset salg, og appellerte derfor ikke til den strengt forretningsmessige Millwaukee organisasjonen.

Etter Hd Sportens bortgang, ble det ikke laget mindre maskiner før i 1926 Da kom en 350 cc som fikk stor popularitet med det samme. Den ble laget i følgende utgaver.

1926	til	34	mod A	sideventil	,magn	pris	210 \$
1926	"	29	"	AA	Topv	"	250 \$
1926	"	34	"	B	Sid.v.	EL	235 \$
1926	"	29	"	BA	Topv.	EL	275 \$

Fra 1929 ble topventilmodellene erstattet av sideventil 500 cc som ble laget fram til 1934 (mod M magn) og mod C EL

Samtidig lanserte man en ny 750 cc tvinn (500 cc var ensylindrer)

Før 1929 500 cc brukte man samme gaffel som 350 cc, men fra 1930 brukte man gaffel fra 750 cc og i det hele var disse to identiske bortsett fra motoren

I 1927 kom nytt tenningsanlegg uten fordeler og koblet gass-oljepumpe

I 1928 kom frambrems og øket motorstyrke MOD H. Men i 1929 gikk produksjonen av av halvtop ut, man gikk over til sideventiler, dog ikke uten tvil og uenighet. Halvtoppkonstruksjonen hadde utspilt sin rolle, pussig nok samtidig med Ford T, Cadillac V8, og Rolls Roys Silver Ghost. 1000 cc gikk også ut av produksjonen men 1200 cc kom i ny utgave.

2.
Spesifikasjoner for 500 og 1200 var i 19129

	<u>500 cc</u>	<u>1200 cc</u>
Mod	R	V
Boring	2 3/4"	3 7/16
Slag	3 13/16	4
HK	16	28
Komp	5-1	5-1
Vekt	370 p	520 p

Depresjonstider og konkurranse med bilene gjorde at produksjonen var synkende itiden fram til siste krigen. I 1940 kom mod 74 F. En 1200 cc topv. som utviklet 46-48 hk.

1942 førte USA inn i krigen for fullt og man gikk over til krigsproduksjon Standardmaskinen ble mod WLA en modifisert utgave av 750 i matt grønnoliven Den ble laget i 90.000 eks.

En eksperimentmodell XA, BMW type med bakfjering og kardandrift ble ikke satt i produksjon. Den var uteksperimentert for hæren, men ble trolig droppet fordi Jeepen overtok dens rolle.

etterkrigstidens modeller hører vel ikke til denne historie enda. Dog bør vel tas med at HD fabrikken fra 1969 inngikk i A:M:F: , American Machine and Foundry Company.

Tilslutte en liten huskeliste for endel modeller som man vill møte blandt veteranfolk

1913	- Kjededrift	Farge . lys grå
1914	- 2 speed gear	" "
1915	- 3 " "	" "
1917	-	Farge oliven grønn (Olive drab)
1921	- Stenksjerm på sidene av forskjermene	
1923	- Ny gaffel med åpne fjærer	Farge mørk grønn . Staff Gull
1924	- Ny oljepumpe	Farge . Olivengrønn Staff mørk og lys grønn
1925	- Ballonggummi (20 x 3,85)	Håndkløtsjen borte Staff. rød -sort
1927	- Strømfordeleren sloyfes på tvin mod	
1928	- frambrøms .	Annen rødfarge i staff.
1929	- 2 frontlykter	Dynamoer sitter vertikalt ved registeret Koblet gass og oljepumpe.
1931	- Verktøykassen undet styret	har en oval form. mot tidligere rund.

Forøvrig vil jeg anbefale medlemskap i Norsk Veteranmotorsykelklubb for de som driver med restaureringsarbeide. Gutta der har gjort en meget bra jobb den tiden har drevet. Både med informasjonsmateriell og med rent praktiske ting som f.eks å skaffe lakk- til og med Celluloselakk.

Adressen er N.V.M.C. Postboks 594 sentrum ,Oslo 1
Eller Ørfeldt Olsen , 2252 Hokåsen

Motorhistorisk Klubb - Drammen
Postboks 2193, Strømsø

3001 DRAMMEN

Vår ref. (bes oppgitt ved svar)
Tariff-motorvogn KB/SL

Deres ref.

Dato
16.01.1975

FORSIKRING AV VETERANKJØRETØYER

Takk for sist under hyggelig medlemsmøte i Drammen 7. januar.

Som avtalt gjentar vi vårt tidligere tilbud til klubbens medlemmer. Til fordeling blant medlemmene har vi kopiert dette brev i et antall av 100.

Trafikkforsikring kr 90.-.

<u>Vognskadeforsikring</u>	<u>Brann</u>	<u>Brann/tyveri</u>	<u>Kasko</u>
Verdi inntil kr 20.000.-	kr 35.-	kr 55.-	kr 150.-
" " " 40.000.-	" 60.-	" 90.-	" 250.-
" " " 75.000.-	" 95.-	" 145.-	" 400.-

Verdi over kr 75.000.- Premie etter spesiell avtale.

Premiene er faste ikke bonusberettigede årspremier. I tillegg kommer fast premie på kr 20.- pr. polise.

Erstatningsansvaret ved skade på person inkl. kjøretøyets fører er ubegrenset. Ved skade på ting setter Bilansvarsloven en grense på kr 150.000.-. Norges Brannkasse dekker uten premietillegg for inntil kr 500.000.-.

Selvassuransse ved kaskoforsikring er kr 2.500.-. Selvassuransse for øvrig etter våre forsikringsvilkår. Hvis godkjent brannslukningsapparat følger kjøretøyet bortfaller selvassuransen ved brann.

Av et særtilkårl som blir tatt inn i polisen vil det alltid fremgå at avtalt vognskadeforsikring er begrenset oppad til f.eks. kr 10.000.- eller kr 15.000.-. Tyveri av deler alene er unntatt fra erstatning.

Forsikring kan tegnes ved direkte henvendelse til Norges Brannkasse i Oslo eller ved henvendelse til vår agent på stedet. Det er viktig at forsikringstakeren oppgir flest mulige opplysninger, gjerne fulgt av et foto av ny dato.

Verdiansetteisen kan være et problem. Stort sett er det markedsverdien som skal legges til grunn. Denne vil bl.a. være avhengig av kjøretøyets stand. Forsikringstakeren bør oppgi den antatte verdi. Verdien vil bli sammenholdt med de øvrige opplysninger og vurdert og kontrollert av Norges Brannkasse så langt vi har mulighet for det.

Til orientering kan vi opplyse at vi har under utarbeidelse et skjema som det fremtidig er meningen at forsikringstakeren skal fylle ut før forsikringen kan overtas.

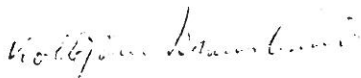
Når det gjelder bruk av kjøretøyet, har vi gått ut i fra at det sjelden eller aldri er aktuelt å kjøre i vinterhalvåret.

I sommerhalvåret er det en forutsetning at kjøretøyet ikke er i bruk som "dagligbil", men forsikringen dekker selvsagt sporadiske turer, avhengig vær og lyst, selv om turen ikke har direkte forbindelse med veteranbil-løp e.l.

Vi håper flest mulig av klubbens medlemmer vil forsikre sitt veteran-kjøretøy i Norges Brannkasse. Norges Brannkasse kan og tilby forsikring på "vanlige" motorkjøretøyer og alle andre bransjer.

Skulle De ønske ytterligere opplysninger eller ønske noe nærmere belyst, står vi gjerne til tjeneste.

Med hilsen
for NORGES BRANNKASSE



Kolbjørn Brambani

Drammens Tidende og Buskeruds Blad

For 50 år siden

5. februar 1925

Det er ganske merkelig, hvilken tillid folk maa ha til en chauffør! Det at kjøre bil paa vore gater eller landeveier om vinteren, gjerne med fastkjørt sne i noksaa dype hjulspor og ofte isete kanter, er ikke saa let som folk tror. En er slet ikke saa herre over bilen, som paa en tør sommervue! Voksne mennesker burde forstaa saa meget som at gaa litt tilside for bilene. Den minste slingring, som ikke den der kjører kan hindre — og man kjører paa folk, og det er folks egen skyld. Bilene er endnu ikke fuldkomne for vort føre.

17. februar 1925

Endel chauffører er anmeldt for uforsiktig kjøring paa gaten. Flere spadserende er blitt tilsøtt. Flere anmeldelser er ogsaa indløpet paa bilere som kjørte for fort over bybroen.

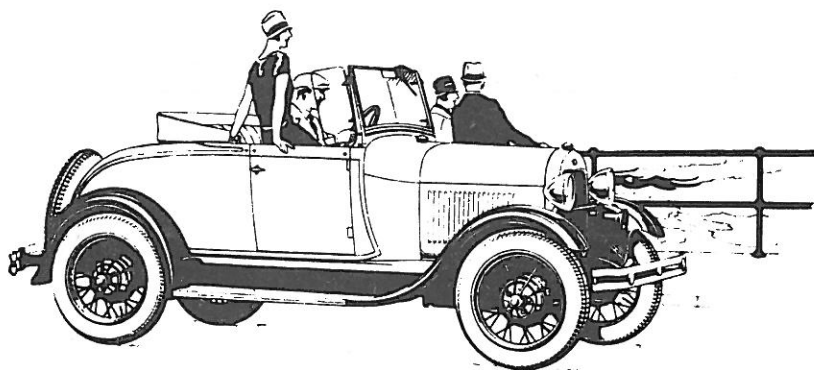
man venter ... på DEG!

Det nærmer seg snart sesongstart for løp og andre arrangementer, og behovet for å få utarbeidet vognregisteret er høyaktuelt. I den anledning må vi nok en gang be om at kupongene med opplysninger om registrerte kjøretøyer nå blir innsendt straks. Og la oss nå slippe å mase mere...!

+++++

Også betaling av leie for plass på låven på Lierskogen går temmelig tregt, — mange står ennå til rest. De som har kjøretøyer (eller reservert plass) på låven, må nå SNARREST sørge for å ordne opp i disse affarene. Tidsfristen er allerede langt overskredet, mine herrer, — så kassereren har dere under oppsikt...!

+++++



Henry's Lady

"A"

Del II.

Januar 1929.

Blant Fords nye modeller i 1929 var drosje-utgaven, taxi cab. Denne hadde den karakteristiske stolpen fra "Tudor"-utgaven, som opprinnelig var ment på "Fordor"-utgaver i 1928, men som aldri ble produsert. Selvsagt var interiøret spesielt beregnet på drosjetrafikk-førersetet var adskilt med et glassvindu, og et ekstra-sete tillot en fjerde person å sitte bak.

En ny 29-modell var "Town Sedan", som ikke må forveksles med Town Car. Dette var en spesielt luksuriøs fire-dørs, 3-vindus sedan, interiøret var rommelig, gulvet bak var senket noe, trekkingen var utført i myk plynj (Mohair) med side-armlener bak og et nedfellbart armlene i bakseteryggen. Forniklede "cowl lamps" var "standard" utstyr, bagasjekasse, bagasjegrind og støtfangerforlengere var valgfritt utstyr. Både Briggs og Murray bygget disse karosseriene, Murray's Town Sedan hadde hvitt-metall cowl-lamps-holdere, mens Briggs hadde støpte messing-holdere. Town Car ble tilbudt de som ønsket en bil med både snobbethet, bruksverdi og god økonomi. Sjøføren satt vanligvis åpent, men hadde muligheten til å trekke over en slags kalesje.

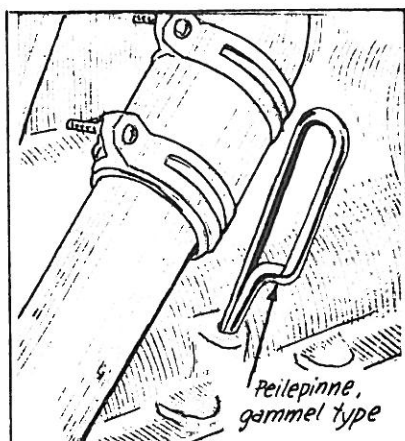
Stasjonsvognen (Murray) ble introdusert senere på året, og var en annen Ford "først på markedet". Den var den første fabrikk-produserte stasjonsvogn. Alle tidligere stasjonsvognkarosserier var laget spesielt av karosseribyggere, men på ordinære chassier.

Tabell over 1929 modeller:

<u>Kaross.</u> <u>modell:</u>	<u>Karosseri navn:</u>	<u>Pris:(i dollar)</u>
35-A	Standard Phaton	440
40-A	Standard Roadster	435
45-A	Standard Coupe	500
49-A	Spesial Coupe	510
50-A	Sport Coupe	530
54-A	Business Coupe	490
55-A	Tudor Sedan	500
60-A	Fordor Sedan (Briggs) lær-trukket brun topp	600
60-B	Fordor Sedan (Briggs) lær-trukket sort topp	600
60-C	Fordor Sedan (Briggs) metall	600
68-A	Cabriolet	645
135-A	Taxi Cab	800
140-A	Town Car	1200
150-A	Stasjonsvogn	
155-A	Town Sedan (Murray)	670
155-B	Town Sedan (Briggs)	670
165-A	Standard Fordor Sedan (Murray) (3-vinduer)	625
165-B	Standard Fordor Sedan (Briggs) (3-vinduer)	625
170-A	Standard Fordor Sedan (2-vinduer)	625

(Kun personbiler tatt med).

På tross av mange vesentlige forandringer i forbindelse med motoren de to siste månedene, ble enda flere satt ut i livet. En ny stempeltype med helt "skjørt" ble satt inn i stedet for de gamle med splittet "skjørt",- begge var av aluminium.



Dekslet foran registerdrevet ble gjort enklere ved å fjerne en utvendig ribbe, og setet på tenningsjuster-tappen ble forandret fra hexagonal til kvadratisk.

Oljepeilerens ovale håndtak ble forandret til et mindre sirkulært. Start-erpedalen ble gjort mindre og skrudd inn i starterkontakten.

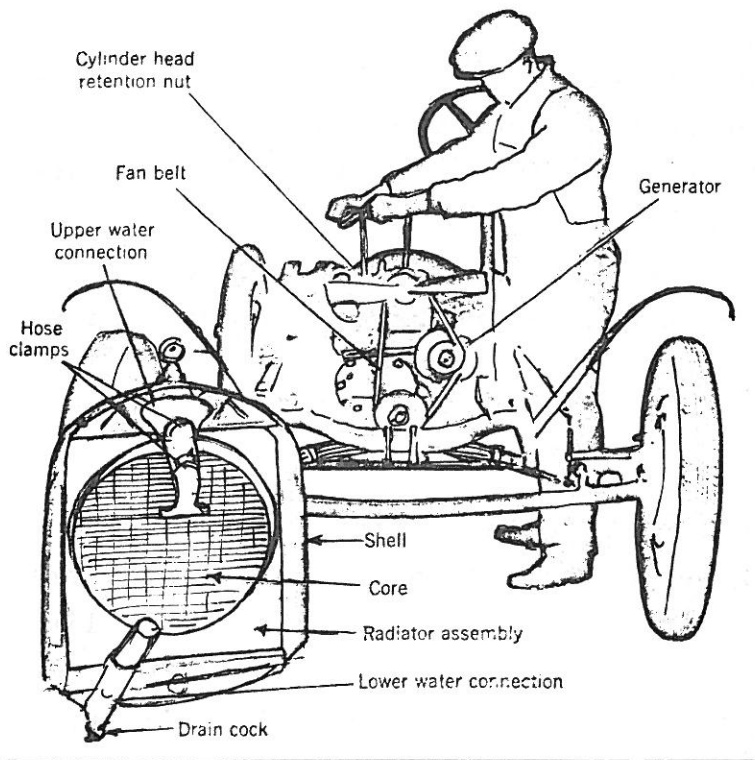


Fig. 53.—The First Step in Removing Engine From the Frame is to Release Water Connections at Cylinder Block and Head and Take Radiator Out of the Way. The Mechanic is Using a Tee-Handle Socket Wrench on the Cylinder Head Retention Nuts to Loosen Them.

Nå ble lufttrakten bak radiatoren sløyyfet, som et ledd i en økonomisering. Mange misforstod og trodde at dekslet reduserte luftstrømmen gjennom radiatoren!

Med 1929 modellene ble de smidde karosseri-, skjerm- og lyktholdere erstattet med holdere av presset stål. Inntil juni 1929, ble ofte pressede og smidde stigbretttholderne brukt på en og samme bil!

Februar 1929.

Nye "twolite" hovedlykter ble introdusert denne måneden sammen med

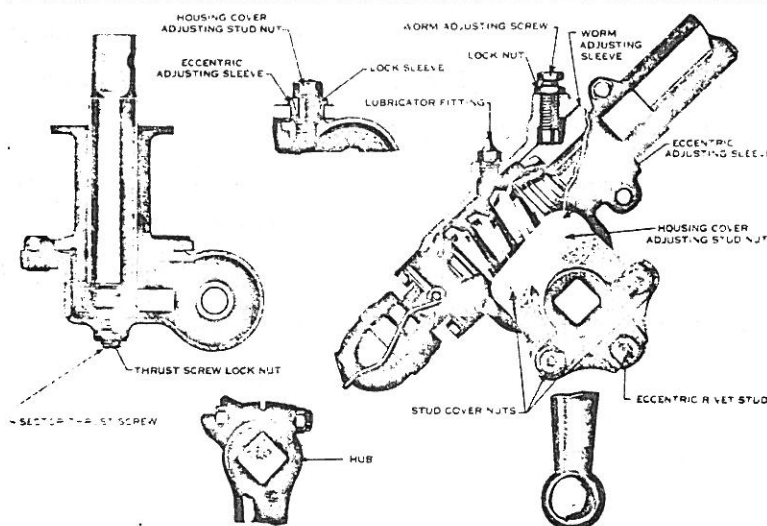
den kopp-formede "duolamp". Den originale en-pære hovedlykten ble etterfulgt av enten en to-pære-lykt for karosserier uten cowl-lamps, eller en enkel pære-type for biler med cowl-lamps.

"Twolight" lyktene fikk nye glass med prismer i tillegg til de tidligere med bare vertikale søyler.

Lysbryteren ble forsynt med en ekstra kontakt for parklyset i "twolight"-hovedlys eller for cowl-lamps'en på Town sedan'en.

Hulldiameteren i radiatorkappen ble økt fra 13/16" til 15/16"

NEW STEERING GEAR



slik at den nye tre-polede lyktekontakten skulle kunne tres igjennom.

En del av 29-modellene var nå utstyrt med den nye to-tanns styresnekke. Denne snekken var justert for dødgang. Mange måneder gikk før den opprinnelige syv-tanns snekken ikke lenger ble montert.

Mars 1929.

De støpte forhjulstromlene ble erstattet av de billigere av presset stål, som ble standard for samtlige senere modeller av A FORDEN.

"Cowl-lamps" ble levert av forhandlerne som tilleggsutstyr til modeller som ikke hadde det originalt.

Svinghjulets tykkelse ble økt fra $3/8$ " til $25/32$ " der det er forbundet med flensen på veivakselen, lengre skruer ble da også nødvendig.

April 1929.

Det bakre bærelagers deksel ble skiftet fra smidd til støpt, og dessuten gjort kraftigere. Deksel-boltene ble forlenget fra $35/8$ " til $43/16$ ". Forandringen ble gjort av økonomiske hensyn, i likhet med alle forandringer fra smidd til støpt stanset.

Bensinkranens håndtak ble forandret fra smidd til presset stål.

Mai 1929.

For å redusere motorens tendenser til å forbruke olje, ble oljetilbakeførings-røret montert lavere på ventildekselet og følgende lavere olje-nivå i ventilhuset.

Pluggåpningen ble endret fra 0.027 " ($0,7$ mm.) til 0.035 " ($0,9$ mm).

Juni 1929.

Den nye tre-vindus Fordor Sedan, modell 165-A og 165-B,

ble introdusert denne måneden. Denne modellen lignet Town Sedan'en, men ikke "cowl-lamps" og heller ikke det luksuriøse interiøret.

Tappen på universalledets deksel, som holdt akslingen opp når motoren var ute, ble fjernet denne måneden.

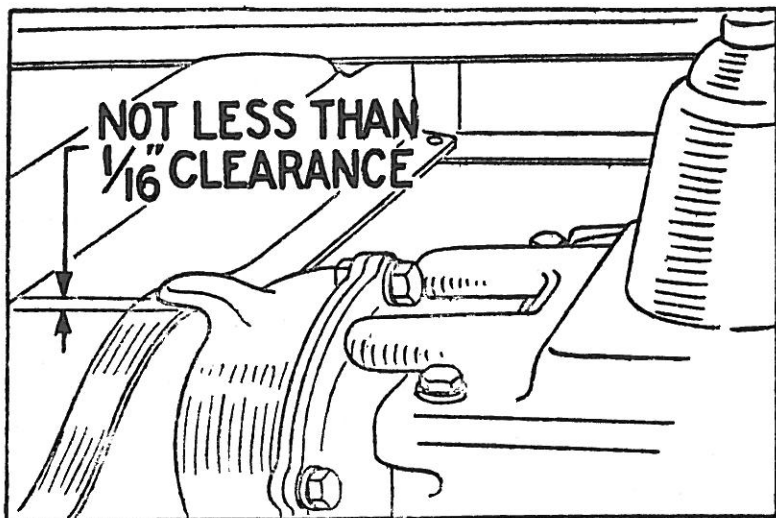


Fig. 165.—Clearance Needed Between Universal Joint Housing Cap and Center Cross Member.

Juli 1929.

Ventilstyringen ble gjort kortere fra $23/8$ " for å hindre at ventilene kilte seg fast.

Clutch-utløser-armens festebolter ble gjort større i diameter og følgelig sterkere, slik at de tidligere kilene og kilespor-ene kunne fjernes - dette reduserte fremstillingskostnadene.

Sylinderblokkas bakvegg ble forsterket innvendig.

Et nytt olje-påfyllingsrør ble installert. Dette hadde fire avbøyninger rettet oppover istedet for nedover, for om mulig, å redusere olje-dampen.

Et olje-hull ble gjort i sveivføringen slik at smøring av forfjæra gjennom traversen kunne foretas.

Enda en type av hovedlys-plugger og sokler kom på markedet.

Håndbrems-stangen ble flyttet fra sin plass foran gir-stangen til sin nye plass på høyre side.

August 1929.

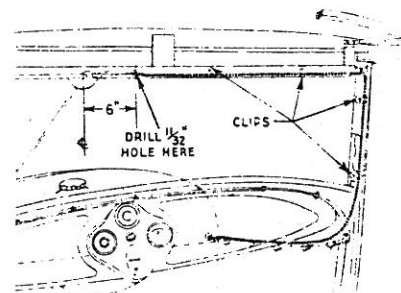
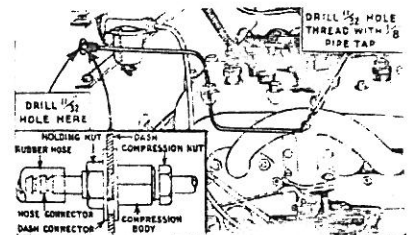
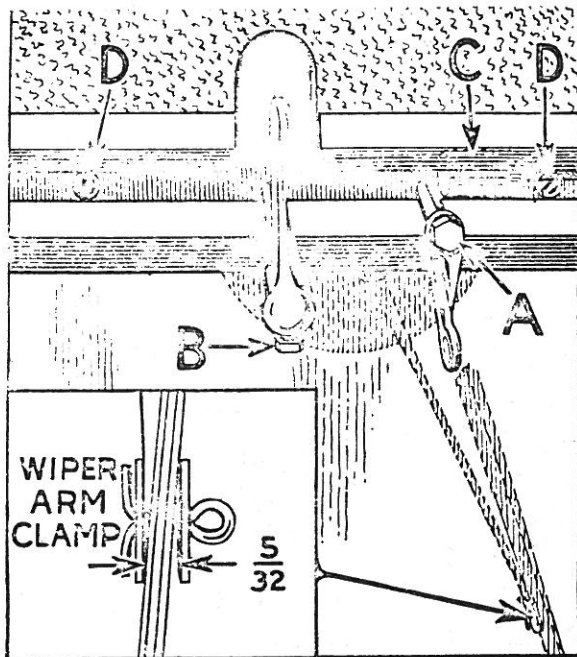


Fig. 127.—Some Details of Ford Model A Electrical Wiper for Clearing Windshield.

Den elektriske vinduspusseren ble byttet ut med vakumpusseren, først på "Tudor Sedan'en" siden gradvis på alle modellene

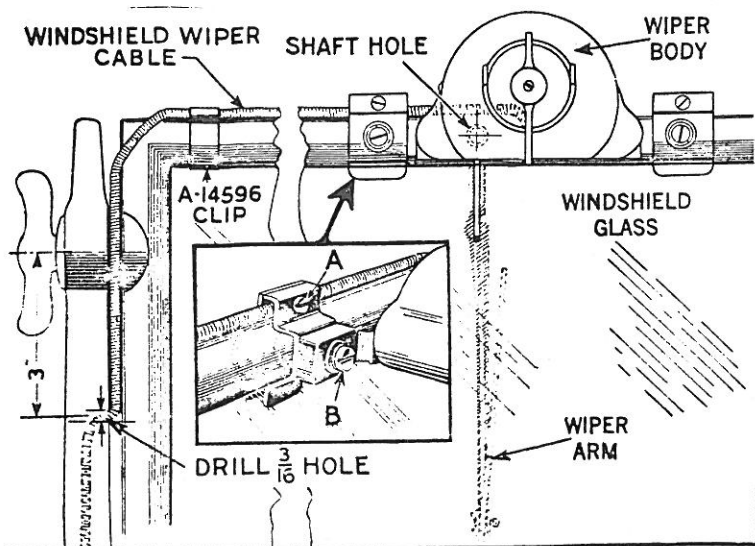


Fig. 129.—Illustration Showing How Electrical Wiper is Installed on Windshield of Open Cars.

inntil samtlige hadde det i juli 1930. Innsugningsmanifoiden ble nå gjenget opp og en tapp for vakumforbindelsen ble satt inn.

Oktober 1929.

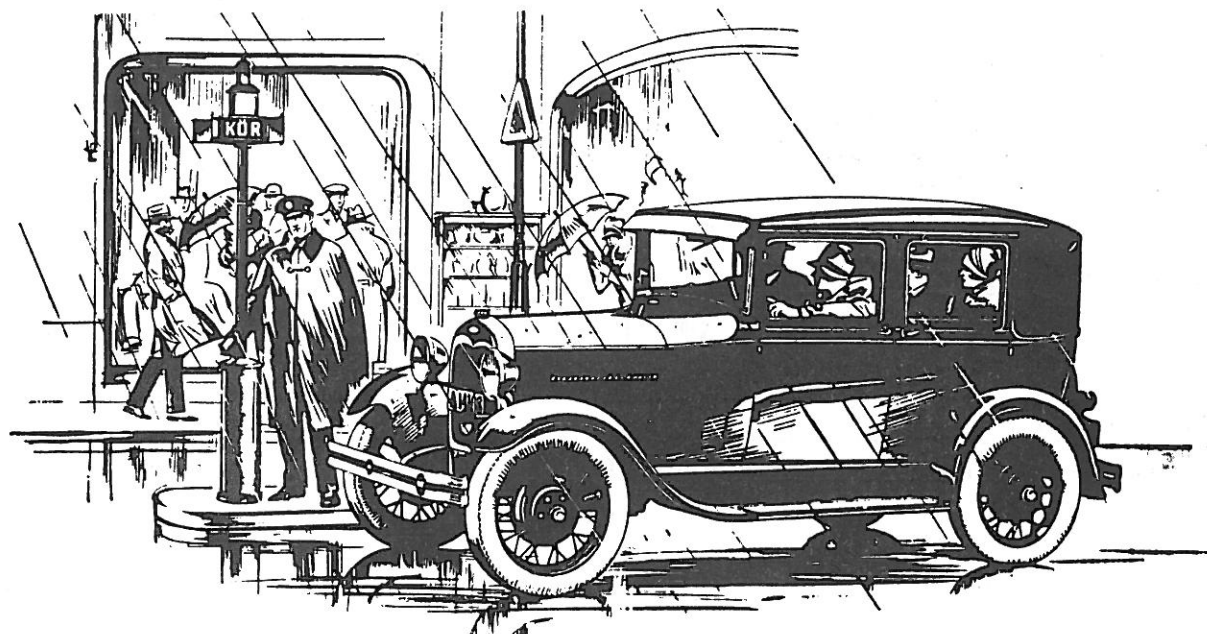
En større vannføring ble gjort mellom 2.- og 3. sylindere i blokka, topplokket.

Den nye typen toppakning kunne brukes også på de tidligere motorene.

November 1929.

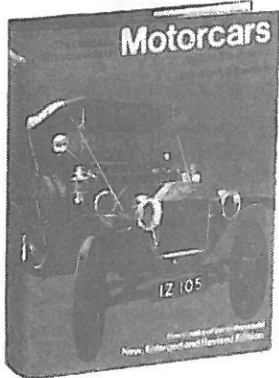
Oljepumpe-huset ble forandret fra smidd til støpt og stangen ble forsynt med ribber av styrkemessige hensyn. Pumpeakselen og foringene ble gjort større fra 21/32" til 5/8".

Skjermholderne foran av presset stål ble forandret for å gi større klaring til hjulene. De ble festet til rammen med to bolter istedet for de tidligere tre.



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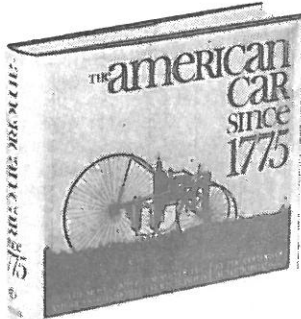
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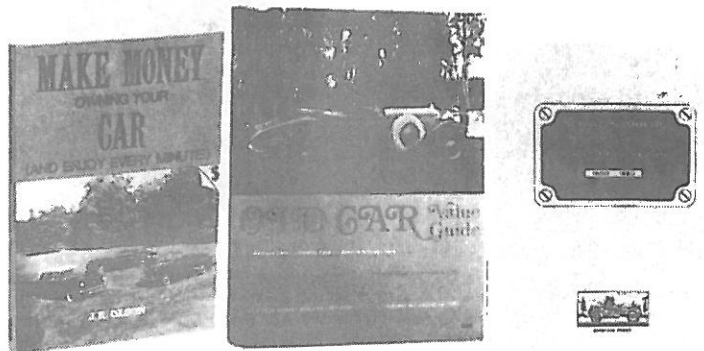
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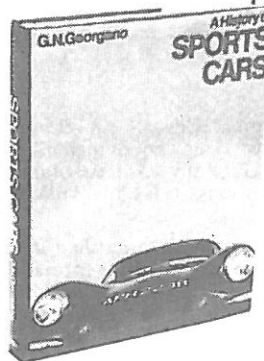
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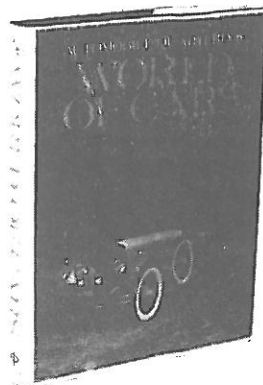
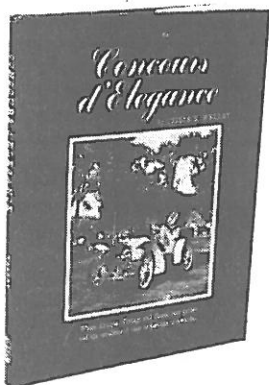


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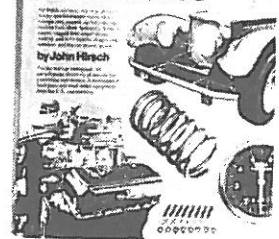
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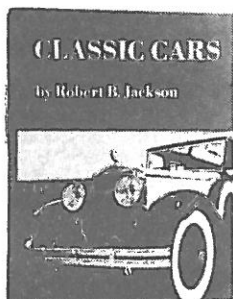
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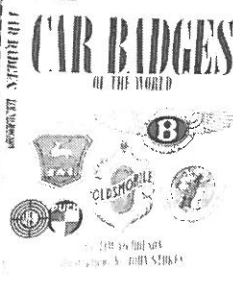
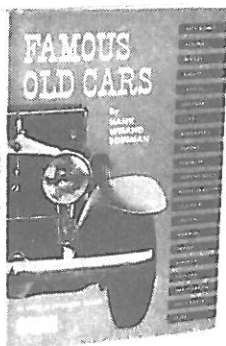
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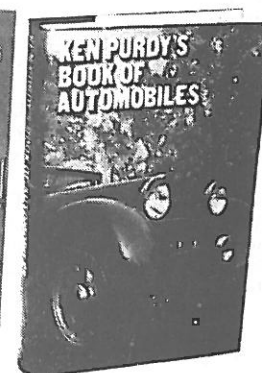
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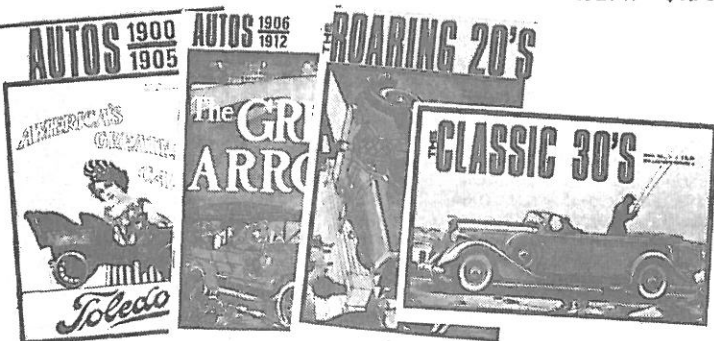
By Vanderveen. Similar to above, 63 pages.

145 photos.
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● **British Cars of the Late Forties, 1945-1949**

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AUTOS 1900-1905

Collection of reprinted American ads and articles from this period. Part of the Highland series. Softbound, 47 pages.

1259Y \$2.95

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Similar to above, includes identification chart for 1910 models and photos.

1260Y \$2.95

THE ROARING 20's

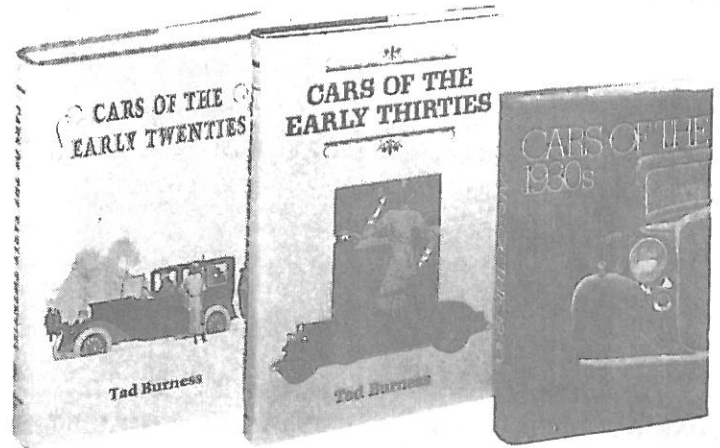
Collection of reprinted ads from this decade. Part of the Highland series. Softbound, 47 pages

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THE CLASSIC 30's

Collection of reprinted ads from this decade. Part of the Highland series. Softbound, 51 pages.

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(AMERICAN) CARS OF THE EARLY TWENTIES

By Tad Burness. A fine book covering a period much neglected in automotive literature. The book contains over 100 reproductions of advertisements of the period and many of the makes are written up individually. A necessary book for all owners of cars of the early twenties and enthusiasts for this period. Companion volume to *Cars of the Early Thirties*. Large 7½"x10½" (19x26.6 cm), 270 pages.

1008Y \$17.50

(AMERICAN) CARS OF THE EARLY THIRTIES

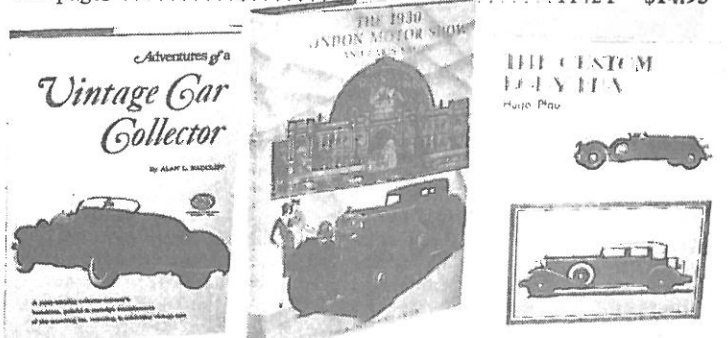
By Tad Burness. This book covers the period 1930 to 1934 and includes chapters on Auburn, Austin, Buick, Cadillac, Chevrolet, Chrysler, Continental, Cord, De Soto, De Vaux, Dodge, Duesenberg, Du Pont, Durrant, Elcar, Erskine, Essex, Ford, Franklin, Gardner, Graham, Hudson, Hupmobile, Jordan, Kissel, Lafayette, La Salle, Lincoln, Marmon, Marquette, Nash, Oakland, Oldsmobile, Packard, Peerless, Pierce-Arrow, Plymouth, Pontiac, Reo, Rockne, Ruxton, Studebaker, Stutz, Viking and Willys. 7½"x10" (19x26.6 cm) 275 pages. illustrated.

1141Y \$14.95

CARS OF THE 1930s

By Michael Sedgwick. Sections are devoted to each manufacturing country and the American section's chapters are: 'Continent Awheel,' 'Packager's Paradise,' 'Best-Sellers & Also-Rans,' 'Middle-Class Spread,' 'Transport for Tycoons' and 'The Surviving Specialists.' "... as a reference work it is invaluable, particularly as the author has been able to draw on the unique facilities of the Montagu Motor Museum Library" — *Veteran & Vintage* review. 125 photographs, 384 pages

1142Y \$14.95



ADVENTURES OF A VINTAGE CAR COLLECTOR

By Alan L. Radcliff. The humorous, painful and nostalgic reminiscences of the searching for, restoring and exhibiting of Vintage cars — mainly European. Author is a prize-winning (including a National AACA First Prize) collector and restorer. 198 pages, nearly 50 photos, 8 in full color.

1251Z \$9.95

THE 1930 LONDON MOTOR SHOW AND PARIS SALON

Edited by Lawrence Dalton. This book contains two contemporary reports of each of these shows taken from Motor Show issues of *Autocar* and *Motor*. Included in the over 1,200 photos and drawings of automobiles and accessories are many American products. A really fascinating book. 318 pages. 7½" by 10" (19x25.4 cm)

1187Z \$14.95

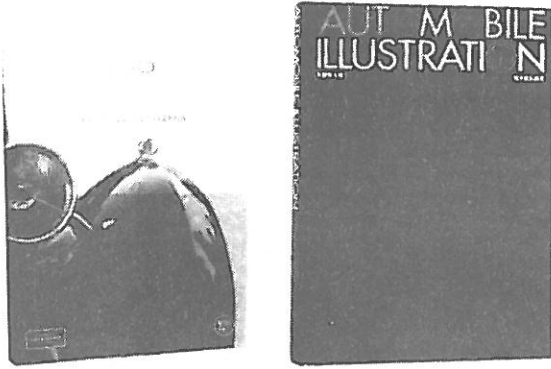
THE CUSTOM BODY ERA

By Hugo Pfau. A saga of the great custom built cars of the 1920s and 1930s written by a man who personally designed many of them. Includes illustrations never before published in literature intended for the general public. An important and lavish book covering a field not well documented until now. Written and published in the United States. Over 200 photos, many in full color. 250 pages. Was \$25.00.

SALE 1140Z \$8.50

GENERAL, continued

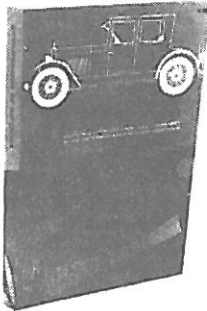
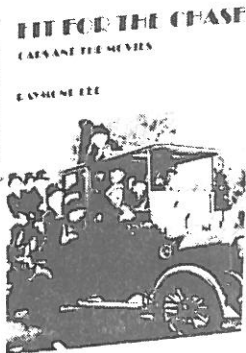
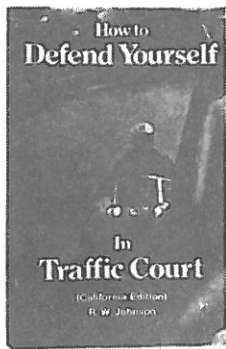
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ONE HUNDRED OF THE WORLD'S FINEST AUTOMOBILES
By Rosseau, Pozzoili and Habermacher. Of all Clymer's many automobile publications this must be one of the best. Photographs and drawings of rare foreign Classics as well as the well-known U.S. Classics. Eighty makes in all are detailed. Recommended, 107 pages, softbound, many illustrations. 1020Y \$4.00

AUTOMOBILE ILLUSTRATION

By Yoshihiro Inomoto. A stunning collection of examples of both advertising and editorial automotive illustrations. Features on Walter Gotschke, Herbert Schlenzig, Peter Helck and others. An excellent commercial art guide. 8½"x11½" (21.6x30.2 cm), 156 pages, Japanese text, over 225 illustrations, 65 in full color, 7 fold-out pages. 1294Z \$23.00

**HOW TO DEFEND YOURSELF IN TRAFFIC COURT**

By R. W. Johnson. Based on California traffic courts, this handbook contains a wealth of information on trial preparation, jury trial, appeals, knowing the law, etc. The most complete book ever written on this subject. 167 pages, softbound. NEW 1335W \$2.95

FIT FOR THE CHASE CARS AND THE MOVIES

By Raymond Lee, follows the large role played by autos in the movies. From the Tin Lizzies of Stan & Ollie and the Keystone Cops to "The Untouchables" TV series and "Bonnie and Clyde." Excitement, action, romance, beauty and drama; crashes, fires, love scenes, stunts and glamorous stars. Includes section on the stars' cars: Sellers 3-wheel Morgan, Field's Lincoln, Dean's Porsche and many more. 463 photos, 237 pages. Was \$8.50. SALE 1012X \$3.50

AUTOMOBILES OF AMERICA

By the Automobile Manufacturers Association. This is a completely revised and up-to-date 1974 edition of the popular handbook of American automotive history. Included are photographs, notes on the pioneers and principal auto makers, names of every car manufactured in the U.S. and a year-by-year account of the industry history. 301 pages 1015W \$4.50

Advertising And The Motor Car, by Michael Frostick. A systematic account of the way in which the automobile has been presented, promoted and sold. Chapters cover the various periods, each illustrated by famous advertisements of the time. Over 60 of the nearly 200 illustrations are in full color. 160 pages. 9¾"x12" (24.7x30.5 cm) format. 1113Y \$22.50

The Age of Cars, by Mike Twite. Lively survey of the rise of automobile-
dom. Large format, 96 pages, over 140 photos, many in color. 1275X \$3.50

The Age of Motoring Adventure 1897-1939, by T. R. Nicholson, 180 pages 1217Z \$10.95

Ainsi Naquit L'automobile, by Jacques Ickx. Excellent history by well known automotive authority. Text in French, well illustrated, 245 pages. 1273V \$25.00

Alcoholism And Driving, by Carl Bridge, M.D. Review of first hand study with new insights. 84 pages 1280V \$7.50

● **The Amazing Sports Car Journal**, by Jasper Wilkins. Comprehensive cataloging of British limited production and kit cars. Includes background of the companies and the designs. Softbound, 64 pages, 102 photos. 1301Z \$5.95

America Adopts the Automobile, 1895-1910, Flink, a scholarly work from MIT, 342 pages, illustrated. 1147W \$15.95

American Super Classics, by Ronald Barker. Number 4 in the "Sono graphic Series on the Road" set of records and books. Contains a 12" LP stereo record about the '30 Duesenberg Model J, '33 Packard Twelve, '33 Pierce Silver Arrow and '30 Cadillac V16 with commentary by Mr. Barker. The record is enclosed in a sumptuous book that measures 12⅞" (32.7 cm) square (which comes enclosed in a sturdy slipcase) and contains 48 large, magnificent full color plates of these beautiful motor cars. The book's text is in Japanese. 1297Y \$24.00

American Vintage Cars, by Charles L. Betts, Jr. This fine book has chapters on Studebaker, Marmon, Roamer, Auburn, Duesenberg, Cord, Stutz, Paige, Templar, Kissel, Packard, Mercer, and Dupont. 136 pages, 52 illustrations. 1019Y \$2.95

Antique Automobiles, Bird, thru WW1, a well produced book with excellent color illustrations. 1023Y \$7.95

Antique Automobiles Coloring Book, Hornung 1052W \$1.25

Antique Car Coloring Book, by Ed Chandler, 31 pages 1219W \$2.25

● **Antique Cars**, by Lord Montagu. Large format picture book with 80 pages featuring treasured automobiles in 100 illustrations; many in full color. 1341V \$2.95

Antique Cars, Morris, color ill. & text 1150W \$2.95

● **Antique And Classic Cars: An Introduction To The Hobby**, by M. J. Mahr. Lists and describes many old cars, gives recent auction results, lists of museums, sources, organizations and more. Handy softbound pocket-book. 208 pages, 48 illustrations 1311V \$1.50

The Australian Motor Industry, By Peter Stubbs. A scholarly study about its protection and growth. 335 pages 1267N \$22.50

Auto Album, by Thorkil Ry Andersen. Softbound photo album of the auto in Denmark, 1900-1920, captioned in English. 1059X \$4.95

The Auto in 1912. A 221 page book of reprints of ads, articles and catalogs. 100s of illustrations. 1242V \$4.95

Autokind vs Mankind, Kenneth R. Schneider. An analysis of tyranny, a proposal for rebellion, a plan for reconstruction 1045W \$7.95

The Automobile Dealer, by Martin H. Bury. Handbook, reference guide and aid for both the established and inexperienced dealer. 377 pages. 1282N \$10.00

The Automobile Industry, by E. D. Kennedy. Subtitled: The Coming of Age of Capitalism's Favorite Child. An in-depth analysis. Reprint of book published in 1941. 333 pages 1269V \$12.50

The Automobile Industry Since 1945, Lawrence J. White. Pub. 1971 U.S. 1025W \$12.00

Automobile Museum Directory. A handy and informative guide to over 50 American and Canadian auto museums. Includes locations, exhibits opening times and dates, admission price, etc. Updated periodically. 1054W \$1.75

Automobile Quarterly Vol. 1, No. 2. Has articles on Sebring, Montagu's museum and more. 15 articles in all, 215 pages, very well illustrated. 1263Y \$7.95

Automobile Quarterly Index, Vol. 1-4. In the standard AQ format. 100 pages. 1208Y \$7.95

Automobile Quarterly Index, Vol. 5-8. In the standard AQ format. 126 pages. 1209Y \$7.95

● **The Automobile Show, Crystal Palace**. Facsimile edition of the catalog of 185 exhibitors (plus contemporary ads) from the 1903 extravaganza. 136 pages, many illustrations. 1305Y \$7.95

Automobiles And Automobiling. Illustrations by Pierre Dumont, text by Barker and Tubbs. A collector's book if there ever was one! An exemplary history of the early days — 1900 to 1940. The whole story of the world's automobiles — excitement, danger, genius, comedy and the brilliant design of the cars. 120 candid photos plus excellent text from the authors and contemporary accounts provide a unique view of what it was really like. High spot of this book are Dumont's 189 superb full color illustrations of these remarkable machines. Giant 11½"x13" (29.2x33 cm) format, 207 pages. 1026Z \$35.00

Automobiles of the Future, Stambler. A 1966 view of tomorrow. 95 pages, 64 illustrations. 1151N \$4.50

Automobiles Of Great Britain 1921. Reprint of original 200 page publication, many illustrations 1244Z \$5.95

The Automobiles Of 1904. Reprinted illustrations, ads, articles, prices and descriptions of 88 cars from 1904. Softbound, 32 pages. 1298W \$1.50

Automobiles Of The World, by Joseph Wherry. One of the world's largest published collections of auto photographs. Divided into 5 sections, it covers the beginnings, infancy, steamers and electrics and 20th Century cars to WWII — both foreign and domestic. Plus an appendix of many automotive "firsts." Big format, 900 photos, 714 pages. Was \$27.00. SALE 1001Y \$9.95

Automobiles Of Yesteryear, Bergere, picture book 1027W \$3.75

The Automotive Nightmare, by Alisdair Aird. A look at the future of transportation by automobile, British. 301 pages, 12 photos 1246Z \$11.95

The Automotive Pioneers: Industrious Adventures, Griscom 1152W \$2.95

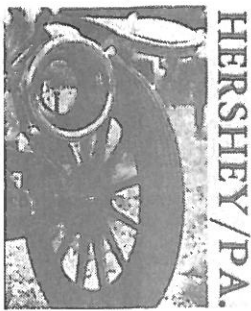
Autos, by Paolo Proserpio & Giorgio Vignati. Picture book juvenile history of automotive development, large format. 88 pages, 100 illustrations 1323Z \$3.50

Autos Across America, by Bliss. A bibliography of transcontinental automobile travel between the years 1903-40. 60 pages, illus. 1276V \$15.00

Autos in Deutschland 1885-1920, von Fersen, in German but excellent specification details and photos. 406 pages, 350 photos 1029W \$19.95

Birth Of A Giant: The Men And Incidents That Gave America The Motorcar, by Richard Crabb. Fascinating and detailed story of all the men who did the big thinking and doing. The chances taken, the successes and failures, the decisions and the names: Duryeas, Dodge brothers, Fords, Chevrolet and a whole lot more. The story begins in 1893 and covers through WWII. 467 pages, over 70 photos. 1970 winner of the AACA McKean Trophy for literature. Was \$9.50. SALE 1011Y \$3.95

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HERSHEY, PA.: THE WORLD'S LARGEST ANTIQUE AUTO SHOW

By Ron Nelson. A book about the fabulous AACA Fall Car Show & Swap Meet. This is a photographic essay by a professional photographer and does an excellent job of conveying the spirit of this unique event. A necessary book for all who have attended in the past and an encouragement to everybody else to attend in the future. 175 photos, 8¼"x10" (20.9x25.4 cm), 96 pages. 1207Z \$2.95

AL SWEIGERT'S ANTIQUE AUTO PHOTO ALBUM VOL. 1 — THE THIRTIES

A collection of 50 stunning examples of restored autos from the 1930s — both foreign and domestic. Taken and compiled by Al Sweigert, long-time enthusiast and commercial photographer. Includes text on each car. Each photo measures 7½"x4½" (19x11.7 cm). 1240Y \$1.50



FLOYD CLYMER'S HISTORICAL CATALOGS

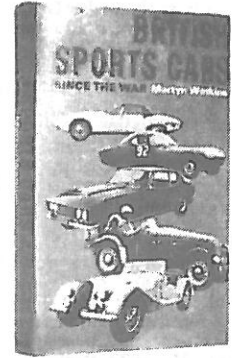
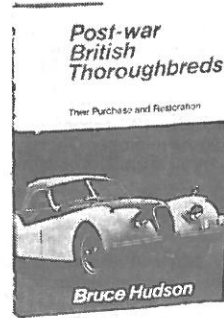
Each is packed with authentic information for the owner, collector and historian. These softbound reprints of the annual Handbook of Automobiles describe with photos and specifications the various models of U.S. cars produced.

- Catalog Of 1909 Cars. 34 different makes, 139 pages, 122 illus. 1037Y \$3.00
- Catalog Of 1914 Cars. 74 different makes, 210 pages, 192 illus. 1039Y \$3.00
- Catalog Of 1918 Cars. 85 different makes, 224 pages, 200 illus. 1153Y \$4.00
- Catalog Of 1921 Cars. 87 different makes, 240 pages, 220 illus. 1040Y \$3.00
- Catalog Of 1927 Cars. 44 different makes, over 100 illus. 1154Y \$4.00
- Catalog Of 1929 Cars. 148 different vehicles, 188 pages. 1042Y \$2.50



LE AUTO D'ORO

Paintings by Luigi Rapi. A portfolio of 40 paintings and 65 other illustrations showing the evolution of coach work through 1940. Includes Fiat, Mercer, Panhard-Levassor, White, Minerva, Lincoln, Hispano, Stutz, Bugatti, Isotta, Voisin, Chrysler, Buccioli, Delage, Alfa, Lancia, Mercedes, Packard, Horch, Duesenberg, Delahaye, and Rolls. Text in Italian. In same series as *Le Grandi Alfa Romeo* and *Le Ferrari*. Large 16"x12½" (40.6x31.7 cm) format. 1162Z \$25.00

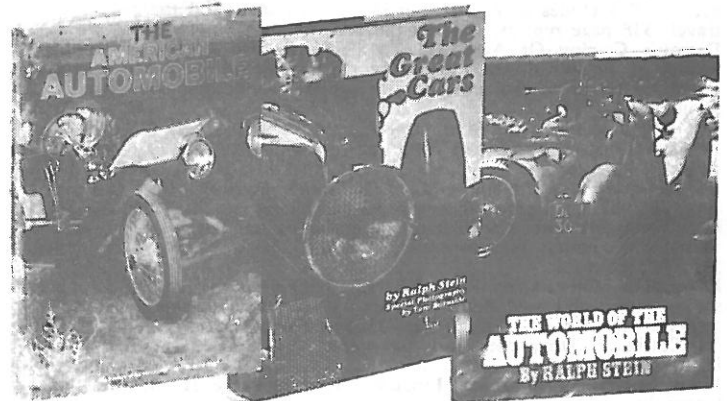


POST-WAR BRITISH THOROUGHBREDS: THEIR PURCHASE AND RESTORATION

By Bruce Hudson. Post-war vehicles comprise one of the fastest growing automotive interest areas. Here is one of this field's most valuable publications. Hudson presents complete selection and restoration guidelines — applicable to all cars. Then he chooses models of 50 British "classics" — thoroughbreds — from the 1945-1955 period. Among them are: AC, Allard, Alvis, Aston Martin, Austin-Healey, Daimler, HRG, Jaguar, Jensen, Lagonda, MG, Morgan, Riley, Rover, Triumph and more. Complete specification tables and information sources are given for each car. Invaluable for restoring one of these fine vehicles. A must for their enthusiasts. 182 pages, 117 illustrations. 1222Z \$11.95

BRITISH SPORTS CARS SINCE THE WAR

By Martyn Watkins. Traces the development of the great manufacturers and their exciting products through the early 70s. With names such as Allard, Bristol, Jaguar, Lotus, MG and Triumph, to name a few. This period constituted a golden age in the history of sports cars. Excellent look at the manufacturers' differing attitudes and how it was realized in the sheet metal and machinery that goes into making a sports car. 208 pages, 64 illustrations. NEW 1322Z \$6.95



THE AMERICAN AUTOMOBILE

By Ralph Stein. Stein is one of the most famous U.S. automotive writers. In the same style as his earlier books *Treasury of the Automobile* and *The Great Cars* this volume is devoted to domestic automobiles. Featured are Welch, Winton, Ford, Locomobile, Thomas, Franklin, Peerless, Pierce-Arrow, Packard, Cadillac, Lincoln, Stearns, Simplex, Chadwick, Lozier, Mercer, Stutz, American Underslung, Auburn, Biddle, Duesenberg and Cord. 150 black and white photos, 85 color plates, 252 pages. Was \$14.95. SALE 1197Y \$9.95

THE GREAT CARS

By Ralph Stein. This, the second of Stein's great automobile books, is of even better quality than the first—*The Treasury of the Automobile*. Lavishly illustrated in color and black and white photographs are 25 great cars — Alfa, Bugatti, Mercedes, Rolls, Vauxhall, Mercer, Duesenberg, Simplex, Stutz, Lincoln, Cord, Packard, Invicta, Hispano, Ferrari, Lanchester, Lago-Talbot, MG, Lancia, Aston, Delage, Frazer Nash, Jaguar, Isotta, and Bentley. 8½"x11" (21.6x28 cm) format, 252 pages, 291 photos. 1071X \$14.95

THE WORLD OF THE AUTOMOBILE

By Ralph Stein. His fourth exciting book presents a lively photographic history of motoring including technological advances, styling breakthroughs and competition. Stein also takes a look at highway development, auto shows and other notes and anecdotes about automobile's rise to popularity. Large 9"x11" (22.9x28 cm) format, 251 pages, 245 photographs — 56 in beautiful color. NEW 1303X \$17.95

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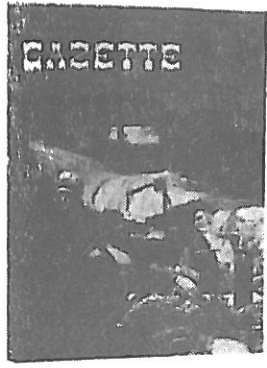
- **The Book Of The Veteran Car**, by Phil Drackett. Behind the scenes look at old car events such as the Glidden Tour and the Brighton Run. Warm, human account of drivers and their old machines. 143 pages, 30 photos. 1308X \$9.50
- **Bourke Engine Documentary**, by Lois Bourke. Complete documentary on Russell Bourke's activities and technical findings. Softbound, 148 pages, 90 illustrations. 1340Y \$8.00
- **British Cars of the Sixties**, Nye. 1195Z \$11.95
- **British Sporting Light Weight**, by Ronald Barker. Number 3 in the "Sonographic" set. Lavish slipcased book includes 12" record with sounds and commentary by Barker. Covers the '33 Morgan Super Sports, '28 Lea-Francis, '25 Alvis and '25 Frazer Nash. 40 large, magnificent color photos. Japanese text. 1296Y \$24.00
- **The Buffy-Porson**, by Peter & Mike Stevenson. An illustrated "how-to" guide for building a child's downhill coaster. 63 pages, 82 illus. 1342V \$5.95
- **Carbooks Vol. 1, 1895, '96, '97**, edited by Michael Frostick. Softbound collection of reprinted automotive magazine articles from this period, many from *Autocar*, 119 pages, 122 illus. 1317Z \$4.95
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- **Carbooks Vol. 22, 1922 Part 2**, edited by Michael Frostick. Similar to above, 119 pages, 258 photos. 1316Z \$4.95
- **Car Repair Prices**, by Edmunds. Parts and labor costs for all sorts of repair work on all American passenger and VW cars. Covers approximately an 8 year period, latest edition available. Softbound. 1277V \$1.50
- **Car Of The Year 1895-1970: A 75-Year Parade Of American Automobiles That Made News**, by Henry B. Lent. In this unusual book the author nominates a "car of the year" for each of the 75 years since the first American automobile appeared, an automobile, which, in his opinion, made noteworthy news on the American highway. See if you agree? Each year has a full page photo of the car and a page of text. 9 1/4"x8" (23.5x20.3 cm) 1146X \$5.95
- **The Cars That Got Away; Ideas, Experiments and Prototypes**, Frostick, 104 pages, 100 illustrations. 1036Y \$8.95
- **Clearing The Air: Federal Policy On Automotive Emissions Control**, by Jacoby & Steinbruner. Details the present situation and analyzes possible alternatives. Semi-technical approach, the result of Harvard research projects. 213 pages, includes graphs and charts. 1324N \$16.00
- **The Complete Book of Japanese Import Cars**, by Petersen Publishing. Repairs, tune-up and buyer's guide for Toyota, Datsun, Colt, Mazda, Honda, Subaru and "Americanized" models. Published 1972. Softbound, 192 pages, very well illustrated. 1257X \$2.00
- **The Complete Motorist**, by A. B. Filson Young. First published in 1904 as "an account of the evolution and construction of the modern motor-car." Includes notes on selection, maintenance and the pleasures of travel. 338 page reprint, 131 illustrations. 1313Z \$14.95
- **Detroit's Coming Of Age 1873 To 1973**, by Don Lochbiler. Dramatic history of wonderful, adventurous people and interesting events that give a unique flavor to the world's auto capital. Softbound, 355 pages, 102 photos. 1330W \$3.50
- **The Development of the Motor Car From 1770 to 1910**, by Chambers and Richley. Illustrations of and brief text on over 150 early vehicles. Softbound, 33 pages. 1279Y \$1.95
- **Die Alte Garde**, Weitmann & Korp. 150 large photos of sports and racing cars. 1902-39, in German but exceptional photos. 1056Y \$9.95
- **Don Potts: My First Car**. Beautiful catalog of the Potts' sculptures that toured the country. Was covered in *Road & Track*, 26 pages, 15 photos, 5 in full color. 1250W \$4.50
- **Edwardian Monsters**, by Ronald Barker. Number 1 in the "Sonographic" set — lavish slipcased book includes 12" record with sounds and commentary by Barker. Covers the '07 Metallurgique-Maybach, '08 Itala, '11 Cottin Et Desgouttes and '08 Napier. 64 large, full color photos. Japanese text. 1295Y \$24.00
- **Elmer Sperry, Inventor and Engineer**, Thomas Parke Hughes. 348 page biography of this major American inventor. Also serves as a significant statement about the process of invention itself. 1198W \$15.00
- **An Era of Motoring: The Vehicles Of A Past Age**, by Sedgwick & Newton. Horizontal format analysis of early motoring, centers on 44 milestone models, 1895-1938. Excellent full page color illustrations, plus over 70 photos. 96 pages. 1331Z \$6.95
- **Facsimile Querschnitt**. Reprints of early German automotive articles and ads from 1888-1935. In German, 208 pages. 1109X \$11.95
- **Fill'er Up!**, Partridge, the story of 50 years of motoring. 1156Y \$3.00
- **A Financial History Of The American Automobile Industry**, by Lawrence Seltzer. Reprint of factual 1928 analysis. Includes interesting bibliography. 297 pages. 1325V \$14.50
- **The Golden Age of Sports Cars**, by Louis Steinwedel. Just before and after WWI an international breed of automobile was developed that gave true definition to the term "sports car." The cars were Mercedes-Benz, Alfa, Bugatti, Hispano-Suiza, Bentley, Vauxhall, Stutz and Mercer. This is the exciting story behind those glorious cars, 253 pages, 142 photos. 1235Y \$8.95
- **The Great American Auto Repair Robbery**, by Randall & Glickman. A report on a 10,000,000,000 dollar national swindle and what you can do about it. 282 pages, 7 photos. 1248W \$7.95
- **Great Cars**. Color photos and text on more than 75 cars, 1892-1954. 128 pages. 1218Y \$6.95
- **A Great Way To Go: The Automobile In Canada**, by Robert Collins. This is the story of the automobile in Canada, from its 19th century beginning to the present. Most people make the assumption that Canada never had a distinct automobile industry but, for the first 25 years of the century, it was a flourishing and lively business. This book is filled with over 300 illustrations, some in full color, depicting Canadian cars and some of the best U.S. and European Classics and Antiques now in Canadian hands. 151 pages, softbound. 1144W \$4.95
- **Handbook Of Automobiles 1925-1926**. Softbound republication of the National Automobile Chamber of Commerce's original handbook. Complete specs of the 1925-26 American cars, buses, cabs and commercial vehicles. 371 illustrations. 425 pages. 1117W \$4.00
- **Handbook of Automobiles 1915-1916**. Similar to above. 1068W \$4.00
- **Handbook of Gasoline Automobiles 1904-1906**. Similar to above. 1158W \$4.00
- **Handbook of Gasoline Automobiles 1908**, Karl W. Barnes. Reprint of a pictorial catalog of major American cars and trucks with prices and specs. 131 pages, 113 illustrations. SPECIAL 1114Y \$2.50
- **History Of The Motorcar**. Tells the whole story of the automobile from the first hesitant experiments with steam and wind driven machines right through to the streamlined supercars of today. 390 pages, 700 illustrations — 500 in color. 1091W \$17.50
- **A History of the World's High Performance Cars**, Hough & Frostick. 1013Y \$8.95
- **A History of the World's Sports Car**, Hough, excellent. 1078Y \$14.00
- **The Horseless Age**, reprint of 1st issue 1895. 1160Y \$2.00
- **Horseless Carriages of 1899**, Reprints of original articles and photos. 48 pages. 1066Y \$1.95
- **More About 1899 Horseless Carriages**. Similar to above. 1067Y \$1.95
- **How To Build a One Car Garage, Carport**, by Donald Brann. Complete well illustrated guide. Softbound, 146 pages. 1271V \$2.50
- **How To Build a Two Car Garage**, by Brann. Similar to above, 66 pages. 1270V \$1.50
- **How to Buy a Used Car**, by Charles R. Jackson, 90 pages. 1245W \$2.75
- **How To Get Your Car Repaired Without Getting Gyped**, by Carlson & Shafer. A car owner's survival manual on dealing with the dealer. One of the authors was formerly associated with the Center for Auto Safety. 277 pages, 13 illustrations. 1314W \$5.95
- **How To Keep Your Car Running, Your Money In Your Pocket, And Your Mind Intact**, by Ross R. Olney. What more can be said! — guide to handling sudden crises, simple adjustments and learning how to anticipate problems. 175 pages, 74 illustrations. 1300Y \$8.95
- **How to Stage an Old Time Automobile Event**, Butler. 1079V \$4.00
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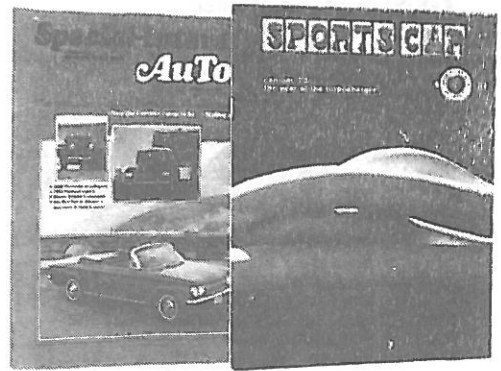
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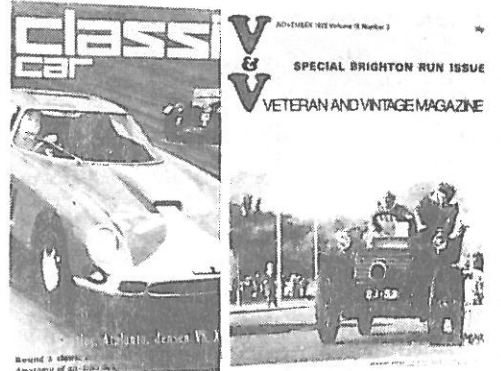
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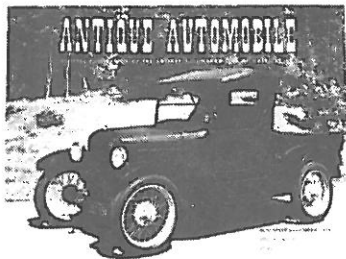
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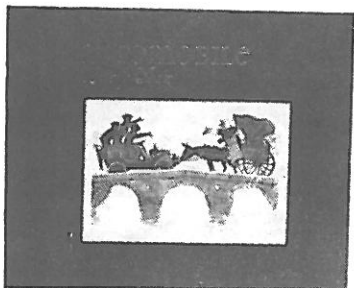
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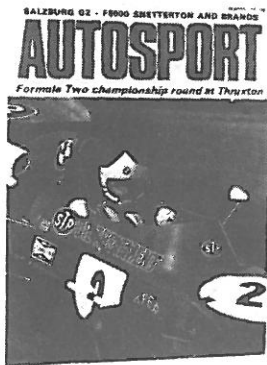
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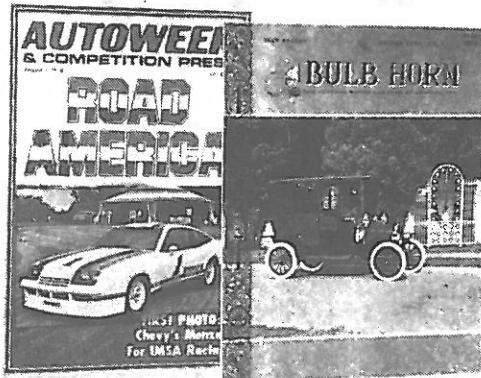


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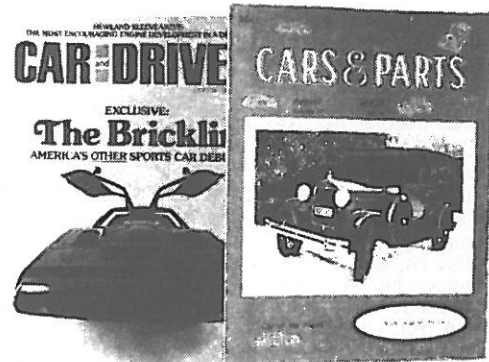
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Body Style Terminology

Cabriolet (sometimes Convertible Coupe). Similar to a Sport Coupe with added feature of a convertible top.

Coach-An enclosed two door body style with full rear seat sufficient for three people and individual front seats which fold for entrance to rear.

Coupe-A fully enclosed single compartment body — usually signifying one cross seat sufficient for two or three people. Other provisions normally include two doors, a luggage compartment in the rear deck, and fixed top.

Coupe de ville-A body style originally incorporating an enclosed passenger compartment with an open driving compartment. Later years, 1920 on, saw the provision of a sliding roof for the driver. Sedan de ville implied the same basic body style with the exception that normally four passenger compartment windows were provided whereas the coupe de ville typically had two windows.

Convertible-Primarily an American term denoting any automobile with a folding top and wind-up windows.

Convertible sedan-A sedan body style with a convertible top.

Drophead coupe (Cabriolet)-Typically a two door, four seat car incorporating a folding roof and wind up windows. Different from a Cabriolet in that it lacks typical sporty features such as a rumble seat, golf club locker, etc.

Estate Car (also shooting brake, station wagon, brake)-Generally implying a large vehicle able to carry a number of people. Brake and shooting brake — open roof vehicle used on large estates for carrying hunting parties. Station bus — a large, normally enclosed vehicle, used to carry servants and guests. Station wagon — further development of station bus with actual name becoming popular after WWII.

Formal Sedan-A closed four door car with provisions for at least four passengers and having a padded leather roof.

Landau-A closed car with provisions for opening front or rear halves of the roof singly or in combination for a fully open car.

Landulet-A closed car with provisions for opening the rear half of the roof.

Limousine-A closed car with a glass division between the passenger and driver compartment.

Monoposto-A single seat car—primarily used in describing race cars.

Phaeton-An open body style with two cross seats, folding top, removable side curtains, and folding wind shield.

Roadster-An open body style incorporating one cross seat, storage compartment in rear, a folding top, removable side curtains, and often times a folding wind shield.

Runabout-Normally implies an American made light weight two seat car produced in the early 1900's.

Saloon-A closed car with room for four or more passengers and having either two or four doors.

Sedan-A closed car with four doors, fixed top and full width cross seats in front and rear.

Sport Coupe-A closed coupe adapted for sport use through addition of items such as a rumble seat, golf locker, wire wheels, and stylish finish.

Sport Roadster-A roadster body style incorporating sport features such as a rumble seat and golf locker.

Spyder-Originally defined as a light two seat car with an occasional third seat mounted to the rear. Term presently refers to an open two-seat sports car.

Surrey-A four place open car, often with fringe on top, and without provisions for side curtains.

Torpedo-An open car body style incorporating an unbroken line from the front of the hood to the windshield and from the windshield through the rear of the car and having seat backs which do not rise above the upper edge of the body.

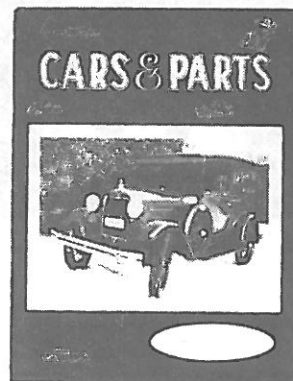
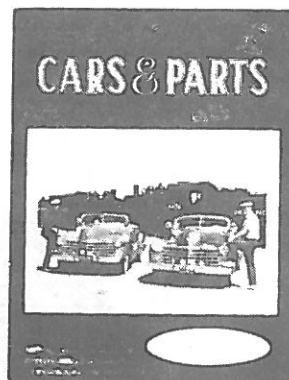
Tourer-An open car with two cross seats, a somewhat lower body than a phaeton, and often having no side weather protection.

Town Car-See coupe de ville.

Wagonette-A large normally open car with provisions for six or more passengers. Passengers entered at the rear and the rear seats faced each other.

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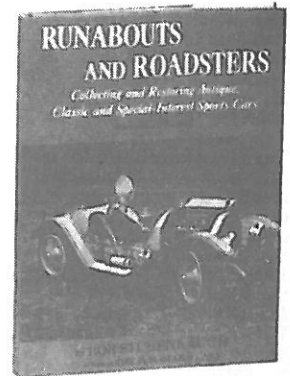
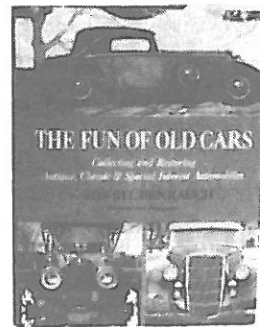
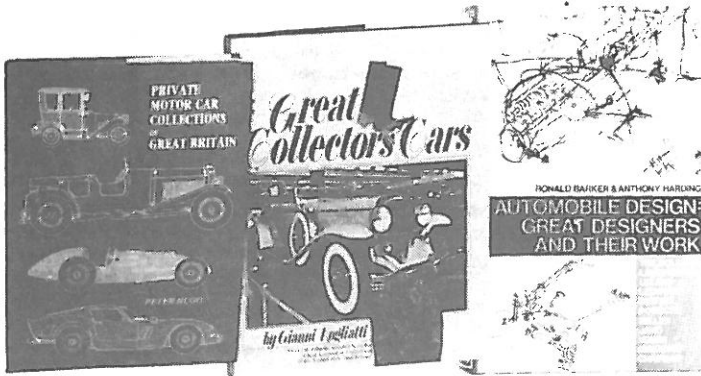
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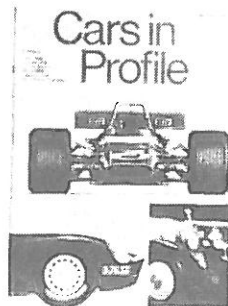
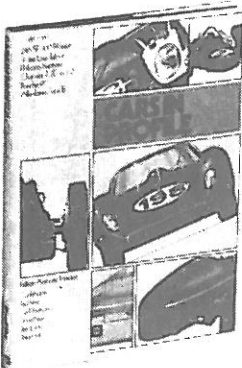
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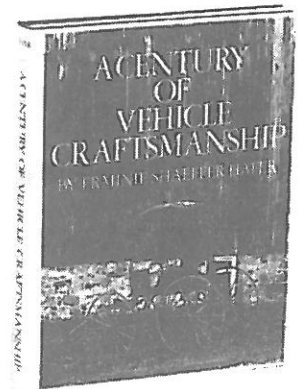
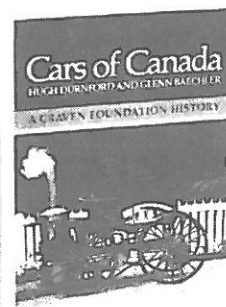
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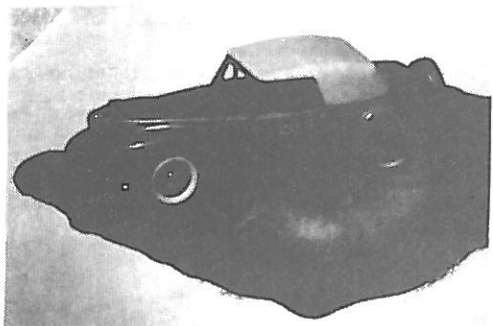
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Isotta Fraschini, issue covering 38 pages, Includes Majesty in Motion • A Color portfolio (18) • Le Mans 1973 -- 50 Anniversary (23) • Matra -- The Most Improbable Champion • Matra-Simca Bagnera (7) • The Rise and Fall of the Empire (5) • Putting the Kids on Wheels -- pedal cars (11) • Continental Mark II (7)
- VOLUME XII, NUMBER 2 (R180Y)**
Thirty-two pages covering Bentley, including The Rolls Bentley, The Rise and Fall (19) • Where do they go? (10) • Tascu • My Personal Edsel (8) • Drag Racing (40) • Caterham (3) • The Last Bad Days at Massinger's • A Tale of Two Maybachs • Zeppe in the Land of the Flying Dutchmen (3)

INDEX TO VOLUMES I-IV (1208Y)

In the standard AQ format, 100 pages

INDEX TO VOLUMES V-VIII (1209Y)

In the standard AQ format, 126 pages

"LITT AV HVERT OM SMÅTT OG STORT..."

I et avisutklipp sendt oss av Kjell Wang-Henrichsen fremgår det at Norsk Teknisk Museum har planer om å flytte til andre lokaliteter. Av plasshensyn må vi få komme tilbake med ytterligere stoff senere.

Apropos museum, så har Hønefoss Brannvesen fått til sitt eget brannmuseum, som foruten å romme endel gammelt pumpemateriell også inkluderer byens første brannbil, en 1927-modell "Mercedes-Benz".

Fra Ole Wikborg, p.t. i Kongens klær, (neida, Kongen går ikke naken av den grunn, -han har flere dresser..!) har vi fått låne endel sort/hvitt filmer (negativer, men meget positive negativer!) fra ymse motorhistoriske evenemanger av lokal art. Kopier vil bli besørget, og vil etterhvert få plass i vårt klubbalbum. Takk til Ole; -dere andre: Gakk hen og gjør likeså!

En meget aktiv -og i Fordkretser velkjent- herre i Tromsø, Ivar E.Stav har velvillig sendt oss en bunke gamle bilannonser, som i fremtiden vil bli å finne i herværende åndsprodukt. Et bidrag vi setter stor pris på, -en av annonsene er allerede å finne på sistesiden i dette nummer.

Fra velinformert hold har vi fått vite at det er foretatt innbrudd i et av Jan Tølfesby's mange lagerlokaler "et sted i Østfold", og en god del gammelbildeler er stjålet. En av naboene på stedet observerte en svenskregistrert bil som sent på kvelden forlot gården, og han fikk også notert bilnummeret. Det viser seg at bilen tilhører en nokså kjent herre i svenske veteranbilkretser som dessuten handler noe med veteranbildeler. Saken er anmeldt, så vedkommende får vel etterhvert anledning til å forklare sin nattlige visitt i Østfold....

Arild Karlsen har nå avslørt "hemmeligheten" omkring sin store salgsannonse i forrige nummer. Det viser seg at han har fått tak i en veritabel 1929-modell CADILLAC 7-seter limousine, som er utstyrt med en diger V8-motor, og som later til å være i meget bra stand. Bilen er nå hentet hjem fra Hadeland, og er på plass i Arilds verksted.

Undertegnede var onsdag 12. februar invitert til møte på Hotvedt gård i foreningen CIVITAN for å fortelle litt om veteranbiler og vår lokale klubb. De tilstedeværende lot til å sette pris på den smule informasjon i ord og bilder som ble dem forelagt, og flere av medlemmene lot til å ha interesse for en nærmere kontakt med vår klubb.

Ö.L.

- A N N O N S E R -

SE HER...!
Hvorfor ikke benytte sjansen nå og kvitte deg med din åpne gammelbil; -det kan jo bli en kald og våt sommer.... Jeg er kjøper, og gir deg kontant oppgjør.
- Alf Bryhn, boks 174, 3430 SPIKKESTAD.

Jag söker efter 2 st. dörrar, vindruta m/stolpar och sufflettställning t. FORD V8 1932 roadster de Luxe.
-Gert Pettersson, Ljungbackv.22,S-240 13 GENARP, (Skåne)Sverige.T.040/480538

Sidevogn til BMW R.12 mc søkes.
-Nils Nesthorne,
c/o Centralgaragen, DRAMMEN.

TILSALGS:

"RILEY" 2½ ltr. 1948/49 4-dörs
Saloon R.M.B., registrert og i me-
get bra stand selges. Prisantyd-
ning kr. 10.000,-. Kan evt. ta en
bruksbil til 4-5000 kr. som mel-
lomlag.

-Tore V. Fjeld,
Flatavn.36, 2050 JESSHEIM.
tlf. 96 01 00, linje 1280(e. 17)

SELGES:

Div.ubrukte skjermer foran og bak
t.FORD V8 1937-40(send målskisse)
Flere støtf.horn m/2 røde striper
(alle like).

6-cyl.sleidemotor til 1927 Willys
Knight kr. 300,-

For- og bakaksel m/hjul t.FORD T,
Sylindrisk bensintank til "Repub-
lic" lastebil 1918-20,kr. 20,-
Studebaker 1920 dashbord, Div. de-
ler t. Packard 1930-31, DKW 1939
og Chevrolet 1937 kan skaffes.

BYTTES:

Buick chassis m/motor 1929, 122"
m/stor motor byttes/selges mot en
Buick 1929 m/minste motor og aksel-
avstand (116")det året.

KJØPES:

Topp-pakn.t.6-cyl.Graham Paige type
615 1929-30. Andre deler også av
interesse, spes. motordeler.

Grill og indianerfigur til Pontiac
m/rekke-åtter 1937.

A-Ford 1929 roadster: kompl."svi-
germorsete", parklykter t.skjermene.

Til VW 1600 st.v.1969: Baksete m/
rygg,tilhengerfeste og 4 felger.

- Jan M. Glemminge,
Rostad, Rolvsøy,
1720 GREÅKER.

UBRUKTE DEKK TILSALGS:

1 stk. 5.60x14", 2 stk. 6.70x13"
1 stk. 3.50x19" type BTR.FD813483
1 stk. 5.00x 14", 1 stk. 5.60x16"
1 stk. 5.90x16" (5.50x16")
1 stk. 5.20x15"

pris kr. 100,- pr.stk.

- Alf Bryhn,
boks 174, 3430 SPIKKESTAD.

SKAL VI BYTTE ?

Jeg søker etter et gammelt FRAM-
SKAP, og kan gi en tutgrammofon i
bytte.

- Håkon W. Røine,
Korsvalle,3400 LIERBYEN.
tlf. 84 60 27

KÖPES ELLER BYTES:

HD 1000 cc 1919: bakhjul kompl.m.
brom,bakskärm utan gångjärn,
HD 1200 cc 1925: El.belysning fram,
HD 750 cc 1936: baklykta, sidovagn
som passer 750 cc HD 30-40 tals,
NV 250 cc 1929: styre,kedjeskydd,
tanklock,
NEW IMPERIAL 500 cc 1929: växel-
låda.

SÄLJES ELLER BYTES:

Hela mc: NV 125 cc 1949, NV 125 cc
1950, ARIEL 500 cc, 550 cc 1928,
NEW IMPERIAL 500 cc 1932.
Div. HD 750 cc 39-50 tals, Div. HD
1200 cc 39-40 tals, Bakgasljus til
mc, Framgasljus t. mc, Sidovagns-
lykta "Lucas" 1910, "Lucas" sign.-
horn m/slang och boll,mässing, bra
skick 1900-20 (1 m.långt m/fästen)
- Jag är intresserad att köpa en
barnvagn från 1890-talet m/flätad
korg + porslins handtag,i bra skick.
- Stefan Gråfors,
Bergsvägen 31 I,
S-150 24 RÖNNINGE,Sverige.
tlf. 0753/55905.

SELGES/helst BYTTES:

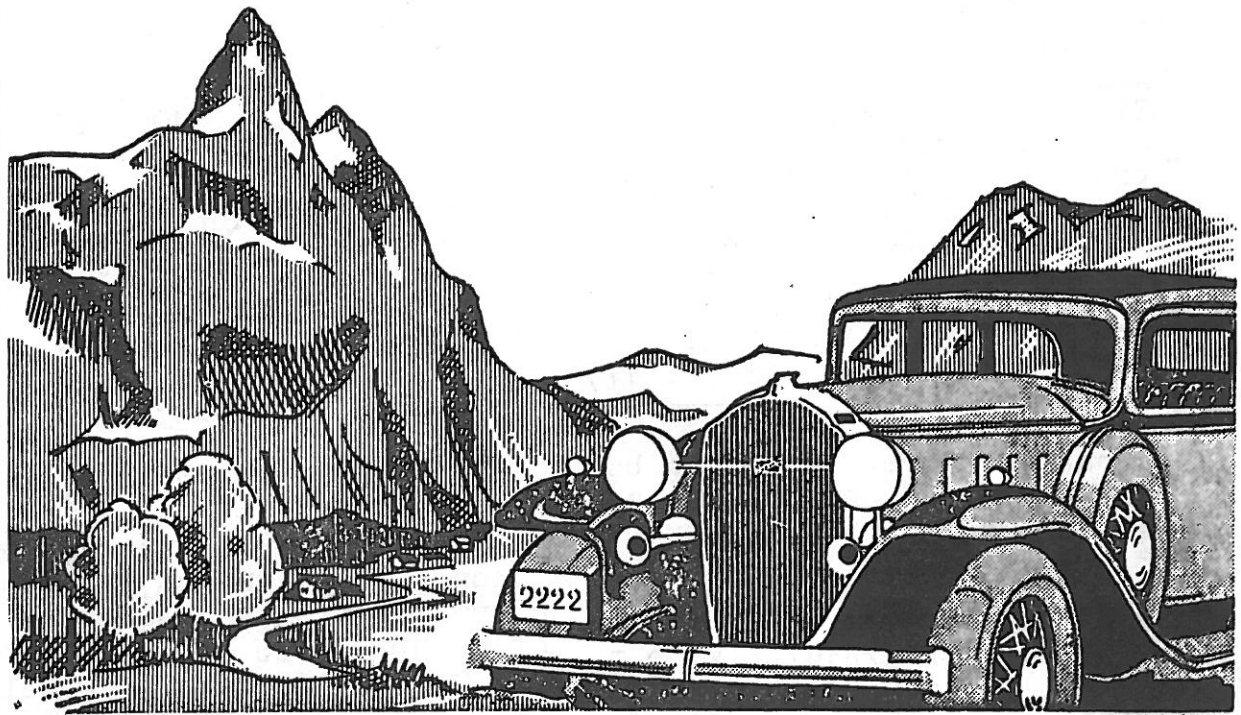
1 dekk 5.00x20 60-70%, 1 dekk 6.00
x21 40-50%, 1 dekk 5x33 40%. Byt-
tes i deler til CITROËN B14 (evt.
12/24) 1927-28. Trenger alt. Jeg
er også interessert i Citroën de-
ler til og med 1931 (siste C6-mod)
-Ole Wikborg,
Heiaterrassen 17,3000 DRAMMEN

18" löse felgringer kjøpes (t.GRA-
HAM 6 1931). Ringer fra fl.andre
merker passer,bl.a. Chrysler 1929.
- Roger Glans,
Kleppeveien,1750 HALDEN.

ÖNSKES:

Skinnfrakk og kjørebriller,
Dekk 5.60 (6.00) x 18"

-Björn S. Nilsen,
Jonsokvn. 22, 3000 DRAMMEN.

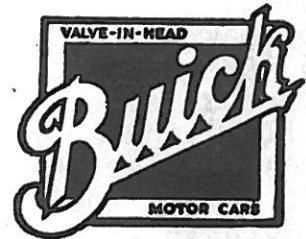


SE

NORGE FØRST

La Buick med sine veldige krefter bringe Dem til de fjerneste steder i vort land. Se Norge fra Deres Buick, kjør hvor De vil, stopp hvor De vil, bedre og behageligere måte å se sitt land på er ennå ikke funnet.

La oss vise Dem Buick 1932 idag.



Synkroniserte gear.
Lydløst annet gear.
Fjæringsregulator.
Automatisk kobling
og frihjul
Strømiinjeformet karosseri

AKTIESELSKABET

SØRENSEN OG BALCHEN

HANDELSBYGNINGEN - OSLO