

## **Hawke's Bay Farmers' Co-op Association Garage**

### **1.0 Hawke's Bay Farmers' Association**

A desire for farmers in Hawke's Bay to share the profits with those who made them led to a proposal to form the Hawke's Bay Farmers' Association in January 1888. Its philosophy was:

The principle upon which this Company is formed is that the shareholders should consist of stockowners, farmers, and others interested in landed estate and its products in Hawke's Bay, whereby a large business would be secured to the Company, and the producer would receive back in the shape of the profits of the Company what is now a heavy deduction from his income paid to other institutions for conducting his business.<sup>1</sup>

Charles Bonfield Hoadley began his business of land, stock and station agents in Napier in 1874, and pioneered wool sales in 1880. The sale of Charles's business was proposed to create the new Hawke's Bay Farmers' Association.<sup>2</sup>

A prospectus was issued on 1 January 1888;<sup>3</sup> however, this company failed to eventuate due to a lack of support. Charles sold his wool, skins, hides and tallow business to Williams & Kettle in April 1888.<sup>4</sup>

### **2.0 Hawke's Bay Farmers' Co-operative Association Limited**

1891 brought success, when stock and station agent Mathew Miller led the second attempt to set up a farming cooperative along the same principles as in 1888. The Hawke's Bay Farmers' Co-operative Association Ltd was formed with capital of £100,000 (2021: \$22.3 million).<sup>5</sup>

The head office would be in Tennyson Street, Napier.<sup>6</sup>

### **3.0 Motor car history of Queen and Market Streets and the Hawke's Bay Farmers' Co-operative Association Ltd connection**

Businesses which introduced motor cars to New Zealand were typically horse-buggy and coach builders.

Alexander Jones came to New Zealand from Scotland to work for Henry Russell in Waipukurau in 1865. He went into business as a coach builder around two years later. In addition he invented and made many agricultural implements.<sup>7</sup>

He would be joined in business by his son, William, forming A Jones & Sons. William would establish in April 1896 a branch of the business on the corner of Queen and Market Streets, Hastings.<sup>8</sup>

A Jones & Sons was the first business in Hawke's Bay to import a motor vehicle – an Oldsmobile, for J Bernard Chambers of Te Mata in 1902. It was shipped from the Knowles Automobile and Motor Power Company Limited in Australia.<sup>9</sup>

The Oldsmobile arrived in November 1902, and William Jones drove it to Te Mata from Hastings. A report of the trip said it was pleasing that the horses they passed were not startled.<sup>10</sup>

As the demand increased, A Jones & Sons imported more vehicles, and in 1908 with eight Siddeley vehicles on site it was reported that their "garage now represents an animated appearance and is worthy of inspection".<sup>11</sup>

In October 1908, Percy Sampson – possibly a son-in-law of Andrew Jones – purchased the Hastings motor car side of A Jones & Sons, setting up in Market Street.<sup>12</sup>

However, this didn't last long, and Davis and Boyd bought out Percy's business in November 1909,<sup>13</sup> shifting in 1915 to a new site in Station Street North (now Russell Street).<sup>14</sup>

A Jones & Sons continued in business as blacksmiths, wheelwrights and engineers on the corner of Queen and Market Streets.<sup>15</sup> This part of their business was purchased by Stubbs & Beck in 1910, continuing in the same premises.<sup>16</sup>

### **3.0 Sale to Hawke's Bay Farmers' Co-operative Association Ltd**

A Jones & Sons' property on the corner of Market and Queen Streets was sold in July 1912 to the Hawke's Bay Farmers' Co-operative Association Ltd (HBF).<sup>17</sup> The manufacturing works business carried on by Stubbs & Beck in the building was also purchased, and the two men were employed by HBF.<sup>18</sup>

HBF was well established in Hastings in the 1890s, and in 1899 they built new premises also on a corner of Queen and Market Streets, diagonally across from the site purchased from A Jones & Sons. This new building was said to have the largest floor space in Hastings and was used for seed cleaning, storage for wool, grain and produce, and a grocery.<sup>19</sup>

### **4.0 HBF motor vehicle dealerships**

HBF was selling vehicles at least by October 1912, when they had "motor cars" on display at the Hawke's Bay A & P Show.<sup>20</sup> They were agents for Overland and Hupmobile and sold from their Napier garage "for Napier, Hastings and Hawke's Bay".<sup>21</sup>

The Buick agency – which would be a prominent model for decades for HBF – was added in 1914, when these motor cars as well as Ariels were displayed at the Hawke's Bay A & P show.<sup>22</sup>

### **5.0 HBF Garage 206 Queen Street West, 1920s to 1930s**

The Council of Fire and Accident Underwriters' Association of New Zealand drew block plans of building footprints in the Hastings central business district, and Block 1 (Market and Queen Streets) was completed in April 1925. This shows that that HBF had a building, part of which was two-storied, on the corner of Market and Queen Streets (the property purchased from A Jones & Sons). This housed a retail store and offices, and a large machinery store.<sup>23</sup>

Next door on Queen Street West was a large warehouse. The front was occupied by engineer D W Hursthouse, and the back contained an implement store and workshop for HBF. It appears D W Hursthouse had occupied part of the building since 1919.<sup>24</sup>

Behind the main building was a benzine (petrol) store.<sup>25</sup> At that time benzine came in 4 gallon (18 litres) tins.

In June 1925, HBF revealed plans to build on this site a garage at a cost of £7,800 (\$837,000), to sell and service Buick motor cars.<sup>26</sup>

An advertisement in July 1926 in the *Hawke's Bay Tribune* announced the "New Home of Buick Cars in Queen Street, Hastings".<sup>27</sup>

Upon opening their new "Handsome Building" HBF advertised the sale of benzine from bowsers (petrol pumps drawing from large underground tanks) for Big Tree, Voco and Shell. In those days most garages carried a number of brands, unlike today.

The 4 gallon benzine tin cans, which were the most common way to fill a vehicle before bowser, were quite a hazard in a number of ways. The tins were stored and sold not only in garages, but by country stores, and stock and station agents, such as HBF – which had a storage facility for them before the garage was opened in 1926. It was not uncommon for these storage facilities to catch alight, and the cans also occasionally caught fire while carried around in vehicles. Empty cans were frequently discarded on public roads, which was not only unsightly, but could also startle horses if the sun reflected off the tins.

Shell Oil stated in early 1926 that it was “the desire of the Oil companies to eliminate tins and [their wooden storage] cases”.<sup>28</sup>

The advertisement described the new HBF bowser set up: “The pumps are so arranged to eliminate backing and turning – DRIVE STRAIGHT IN AND OUT.” An early photo of the garage shows a labelled “IN” vehicle entrance and on the other side of the building an “OUT” vehicle exit. This indicates the bowser was actually inside the building.<sup>29</sup>

In between the entrance and exit were two large showroom windows, with a doorway between them.

By 1929, the HBF Garage was advertising its General Motors dealership connection, with new Buicks and Chevrolets for sale.<sup>30</sup> General Motors was formed in the United States in 1908, at first as a holding company for Buick but later added other brands.<sup>31</sup> HBF also had second-hand sales of non-General Motors vehicles for sale, such as Ford and Studebaker.<sup>32</sup>

General Motors, then the largest manufacturer of vehicles in the world, established an assembly plant in Petone, New Zealand, during 1926<sup>33</sup> for Chevrolet, Buick, Oldsmobile, Cadillac and Pontiac vehicles. Vauxhall was added in 1931.<sup>34</sup> Ford was already doing car assembly in New Zealand, importing in boxes what were known as Completely Knocked Down (CKD) vehicles – premade car chassis, body and engine to be put together in their Wellington or Petone plants. General Motors would import the components “packed to the smallest economical space, and to place them upon ‘efficiency-routed’ conveyors, to be riveted, bolted, and fitted into the machine that runs from the final working stage, painted and polished, ready for the road”.<sup>35</sup>

Whether or not the new HBF Garage was established in response to General Motors manufacturing in New Zealand – which reduced the cost of importing cars – is not known. HBF, however, advertised that “New Zealand Assembly makes possible Lower Prices on CHEVROLET CARS”.<sup>36</sup> The HBF Garage therefore competed on lower cost and high quality for their Chevrolet vehicles. However, Buicks – the top of their product range – were advertised as a premium vehicle.<sup>37</sup>

Joining the HBF Garage as an apprentice on 8 April 1930 was 18-year-old Cyril Smith. He met with Ralph Douglass, the garage service manager/foreman, who offered him the job. In notes written for an HBF long-service function, he indicated his work life was not easy during this time and recalls being tormented at work: “How I stayed around during this time I never cease to understand.” With support from his fellow workers, Ray Symons, Terry McKittrick, Jimmy Mills senior, and senior apprentices Allan Roberts, Nick Lane and Nick Fahey, he survived.

Cyril reflected:

Rough as it was, it meant good grounding for the future as a mechanic. Remember these times were during the time of the Great Depression, not many jobs about and very little work, and a tendency for some of the staff to wander off to find something to occupy

themselves. Those days you were only paid by the hour, no work, no pay, but eventually we moved back to full employment.<sup>38</sup>

## **6.0 A fire and an opportunity**

Since buying out the A Jones & Co building on the corner of Market and Queen Streets in 1912, HBF had used the premises for a grocery and provision store, a boot seller and ironmongery, china and crockery retail and there was the existing engineering and implement workshop.<sup>39</sup>

On 3 January 1929 a fire broke out at these premises – which were tinder dry, being one of Hastings' oldest wooden and iron structures. When the fire department arrived the building was still standing and looked as if it could be saved, but before hoses could be deployed, the flames suddenly burst through the roof and destroyed the whole building very quickly.<sup>40</sup>

The cans of benzine and oil stored at the grocery, as well as gelignite and detonators, added danger to the situation, but the fire brigade managed at great peril to themselves to remove the gelignite. However, the oils exploded, blowing out the windows and injuring a fireman.<sup>41</sup>

The cause of the fire was unknown.<sup>42</sup> Fortunately the HBF Garage was not damaged.<sup>43</sup>

With the old building demolished by fire, plans were made to rebuild – but most controversially the HBG head office, which had been in Napier for almost 40 years, would move to this new building. The idea had been under consideration for many years.<sup>44</sup>

The new three-storey building would be designed by one of New Zealand's eminent architects, Edmund Anscombe from Wellington. It was constructed on earthquake- and fire-resistant principles and opened in September 1930.<sup>45</sup>

## **7.0 The 1931 Hawke's Bay earthquake**

Apprentice Cyril Smith was in the HBF Garage workshop on 3 February 1931 at the time of the 7.8 magnitude 1931 Hawke's Bay earthquake. He recalled in 2006 what happened next:

Firstly it seemed just like an ordinary quake then it started to move up and down, not sideways as they usually did. Seeing staff rushing outside, I decided to follow, and we tried to walk down the side of the garage, but could not, so got down on our hands and knees till the worst was over.<sup>46</sup>

The earthquake did not overly trouble the new HBF building, and it reopened on 11 February,<sup>47</sup> but the garage did not escape damage.<sup>48</sup>

Noted in the insurance report was: "East wall badly cracked. Parapet cracked, can be reinstated."<sup>49</sup> Woodward's Pharmacy, whose building behind the garage on Heretaunga Street West was wrecked, had painted in whitewash on the front of the garage window that they would "Open with complete stocks on Wednesday". It appears that they may have occupied part of the garage temporarily until their new shop opened in May 1931.<sup>50</sup>

Cyril Smith reported for work the day after the earthquake, and was put to work driving emergency vehicles and assisting with the clean-up for a week.<sup>51</sup>

## **8.0 A building extension**

In November 1934 the *Hawke's Bay Tribune* recorded that HBF had been issued a building permit for a garage, bulk store and petrol station at a cost of £3,080 (\$412,000).<sup>52</sup> This would be for an

extension of the existing garage at 206 Queen Street West. The roof line would be a continuation of the existing garage, with a small arch, followed by a matching arch of the existing building.

Plans of the extension show storage and offices in the middle of the building, and new petrol bowsers placed in an open area (but roofed) at the front of the extension.<sup>53</sup> The old bowser area would be turned into the parts department.<sup>54</sup>

In 1936, Cyril Smith finished his five-year apprenticeship at the garage when service manager Ralph Douglass told him he “had done ok”, but would “do just one more year as an improver”.<sup>55</sup>

Cyril worked at the garage until retiring on 8 April 1971.<sup>56</sup>

## **9.0 The 1940s and 50s**

After emerging from the Great Depression, the world was faced with the calamity of World War II. Many of the staff, including Cyril Smith, served – in his case first to Wigram and then the Solomon Islands in 1944 as air force ground crew. While he was on war service, HBF made up the difference between his work salary and air force pay.<sup>57</sup>

For those joining firms such as HBF after World War II it was the beginning of a golden era for the New Zealand economy, especially farming. There was loyalty between employees and the firm, and employment for life was a given.

In contrast to the difficulties Cyril faced in the 1930s during his apprenticeship, the 1950s intake of David Clark (1952), Peter Kidd (1954) and Peter McNab (1957) reported quite different experiences. Central to this was Cyril himself, who looked after the apprentices, as recalled by Kevin Watkins, who joined the parts department in 1967:

He was like the father of the mechanics, and he took some of these apprentice boys who had some rough edges and smoothed them off and it didn't matter what mischief or what trouble they got into, Cyril was like a dad, and always at their side. Always there to teach them – talking to guys afterwards they would say “We could never have done it without Cyril”. He was such a good guy – even tempered – never saw him lose it – all the apprentices that had Cyril I am sure would say the same that he was incredibly wonderful man and the knowledge he passed onto them.<sup>58</sup>

In addition to the Buick and Chevrolet agencies, Land Rover and Rover were added in the 1950s, later in the decade also English brands Armstrong Siddeley, Simca and Alvis.<sup>59</sup>

When demand for wool skyrocketed and its export price tripled overnight due to the 1950 Korean War, when the United States began to stockpile wool in case the conflict worsened, it became a prosperous time for farmers.<sup>60</sup> This coincided with HBF Garage receiving Land Rovers, which were snapped up by farmers who were flush with cash.<sup>61</sup>

Apprentice Peter Kidd remembers in the days before car transporters, climbing into a car with four or five other garage employees and driving to Wellington to pick up Land Rovers and drive them back.<sup>62</sup>

The Land Rovers, however, weren't as well suited for New Zealand conditions as they were in England, and needed lots of maintenance – a good money spinner for the garage.<sup>63</sup> Peter McNab, who started as an apprentice in 1957, recalls Land Rovers were serviced frequently.<sup>64</sup>

Many clients preferred to deal with one mechanic, such as Sir Andrew Russell and the Fernie family, who only let Roy Small work on their vehicles. Roy, as Peter Kidd remembers, wore a tie while

working. His parents, of German descent, anglicised their surname during World War I, to avoid any recriminations. Roy was so fussy he was reluctant to let any apprentices work on his clients' cars.<sup>65</sup>

The garage had five "pits" where cars would be serviced. Timber boards were laid down and the car was driven over it, and then the boards removed. The mechanic would then climb into the pit to work on gearboxes or remove exhausts. Peter McNab recalls there wasn't much room if you were tall, and it was very cold.<sup>66</sup> In fact the building was cold in general, and to keep warm, the men huddled around a wood fire in a 44 gallon drum.<sup>67</sup>

In addition to the large workshop area, there was a lube bay – which had hoists to lift cars – a parts department, and a panel shop.<sup>68</sup>

### **9.1 No remittance licence motor vehicles, 1950 to 1972**

Post-World War II the demand for new motor cars in New Zealand outstripped supply, leading to an ageing car population.

All dealers had a long waitlist for new cars, as not enough CKD vehicles – due to import licensing and overseas currency restrictions (which began before World War II) – could be assembled in the country. It was said in 1950 "... a new car remains for many aspiring owners little more than a tantalising mirage".<sup>69</sup>

Government restrictions on using private funds held overseas to purchase a new car also meant importing was not an option.

However, in May 1950, the New Zealand Government announced a "no remittance" scheme which meant a person holding sterling funds in London could use them to purchase and import a new overseas motor car either fully assembled or as a CKD kit sent to an assembly plant in New Zealand of their choice.<sup>70</sup> This scheme would continue until 26 February 1972.<sup>71</sup>

Every CKD car ordered with overseas funds would be assembled at the General Motors plant at Petone, and then the balance of components was paid for in New Zealand. In reward for bringing in an extra CKD car to General Motors above their import licence, the dealer would be rewarded with an extra car allocation.

The scheme was designed to increase the number of cars in New Zealand, in addition to the CKD vehicles assembled here.

Most garages had a specialist no remittance salesperson, and Eric Wells performed this duty for the HBF Garage. He would visit farmers throughout Hawke's Bay who held overseas funds.<sup>72</sup>

Farmers were therefore in a prime position, and some held back sales of their wool in sterling currency to be used to purchase a car.

The Land Rovers brought in by farmers came fully assembled and had extras already installed such as a radio and a heater.

Garry Mulvanah, who joined the HBF hardware department in 1956, transferred to the HBF Garage in 1964 as chief clerk.

You had a list of people, mostly farmers, who could get a car with overseas funds and the more no remittance cars you could sell the more allocation you got from New Zealand-made cars. A lot of people cashed in their Australian BHP shares to buy cars so those with overseas funds were treated like gods.<sup>73</sup>

The ongoing shortage of cars in New Zealand meant it was important to keep older cars going, and in the 1950s cars from the 1930s were still being reconditioned.<sup>74</sup> Frequent servicing and repairs provided a brisk trade for the HBF Garage.<sup>75</sup>

Those lucky enough to secure a new car under the no remittance licence could go back to the dealer every 18 months and trade in the vehicle for more than what they paid it for, and HBF could sell it for it for more again.<sup>76</sup>

An unusual addition to the HBF Garage in the 1950s was a Zundapp two-stroke scooter, which Peter Kidd remembers coming into the country in crates for the mechanics to assemble. It wasn't a great success as the two-stroke motor required a mixture of petrol and oil, which most people didn't get right.<sup>77</sup>

## **10.0 The 1960s**

Stuart Cheyne joined in 1964 to become a Land Rover and used car salesman. He remembers their total allocation of new cars and station wagons from General Motors for that year was 50 vehicles – which mostly went to farmers. “Farmers really had the priority, because – well it got political at times – and we had to bend to the favour of the mercantile company [HBF] as he was told ‘so-and-so was such a good client he needs to have a new car’.”<sup>78</sup>

Manager Bob Williamson told Stuart that they had to be aware of the problems when allocating new cars in such a way:

Bob would say to me “That next car, ring up [name withheld], but be careful as his sister is married to so-and-so, and his sister to so-and-so and they all farm in the same area.” So that is exactly what would happen, you would sell a car and after a couple of weeks they would hear about the car and drift in and say “Where am I on the list? I see so-and-so got a new car – so how did he manage to get one before I did? I am sure my name has been down longer than his.”<sup>79</sup>

The HBF Garage did not have enough room in its building to show cars, and only one could fit between the petrol pumps and parts departments. There was a used car yard behind the building<sup>80</sup> and around 1964 this moved to the corner of Heretaunga Street and Tomoana Road.<sup>81</sup>

Stuart became manager of the HBF Garage in 1966, and Kevin Watkins joined in 1967 to work in the parts department. Above the area at the front of the garage was a mezzanine floor, where panel parts were kept. It was also home to what Kevin described as “rats half the size of cats”. Assistant manager Hal Jonas had a phobia of rats, so when the parts manager Merv Smith wanted Hal to get a panel, he would plead Kevin to go up instead.<sup>82</sup>

To measure how much petrol was left in the underground tank, every morning and night a reading was taken using a graduated stick which had markings for every 50 gallons. In charge of this was Norm Richards, who was meticulous with his records, and he was puzzled at times when the readings didn't match how much petrol had been taken out of the tank. It turns out the petrol was contracting and expanding in the cold and heat.<sup>83</sup>

The role of HBF Motor Division general manager was shifted in 1967 to the Napier branch in Dickens Street.<sup>84</sup>

## **11.0 A wholly owned subsidiary in 1970: Farmers Motors**

There were plans in the late 1960s to build a new garage on the corner of Tomoana Road and Heretaunga Street West where the used car yard was, but a new set of circumstances would stop this.<sup>85</sup>

General Motors, according to accounts from various employees who worked at the HBF Garage, wanted to combine their various dealers to have one dealer per town.<sup>86</sup>

In preparation for this, it appears HBF created a wholly owned subsidiary, putting the garage into a separate company.

In November 1970 the company was advertising itself as Hawke's Bay Farmers' Holden, with the HBF logo.<sup>87</sup> However, by 1 December 1970 a new entity had been formed under Holden logo, and a new name, Farmers Motors.<sup>88</sup>

### **11.0 Baillie Farmers Motors**

Baillie Motors was established around 1936 on the corner of Hastings and Eastbourne Streets by Guy Baillie. This company in 1970 carried the General Motors Vauxhall and Bedford franchise in Waipukurau, Wairoa, Hastings and Napier.

Farmers Motors had the General Motors Holden franchise for the same locations, as well as a branch in Dannevirke with the Vauxhall and Bedford franchise.<sup>89</sup>

Sir Edwin Bate, chairman of Baillie Motors Limited, then a public company, had announced in May 1970 that merger discussions were underway with HBF.<sup>90</sup>

Garry Mulvanah, who was employed at Farmers Motors, said that this period was very unsettling for the staff, but nothing was agreed upon between the two companies.<sup>91</sup>

However, the following year an announcement was made on 8 September that a merger would take place on 1 November 1971.<sup>92</sup> Shareholders of Baillie Motors Limited would receive a bonus share for every five shares they held, and HBF was then issued half of the total capital of the new company, Baillie Farmers Motors Limited, of 1,080,000 shares of 50 cents each.<sup>93</sup> Past employee Kevin Watkins recalls his feeling about the merger was that: "Everyone at Hawke's Bay Farmers' felt they had been shafted, but that's what General Motors wanted."<sup>94</sup> Peter McNab chief clerk of Farmers Motors said it had been a good business up to the time of the merger.<sup>95</sup>

On 24 November 1966, Baillie Motors had opened a new head office on the corner of Nelson and Queen Streets.<sup>96</sup> The employees of the former Farmers Motors would relocate to this site.<sup>97</sup> Baillie Motors also had a petrol and lube station on the other corner of Nelson and Queen streets, and further up Queen Street West, a truck workshop and sales depot.<sup>98</sup>

Baillie Motors general manager Gilbert Lloyd would be appointed in the same position for Baillie Farmers Motors Limited.<sup>99</sup>

### **The fate of 206 West Queen Street and the used car yard**

The former Farmers Motors building at 206 Queen Street West was never used again as a garage and the petrol pumps were removed.

The used car yard was also closed on the corner of Heretaunga Street and Tomoana Road.<sup>100</sup>

Natusch, Shattky and Co, registered architects of Napier, drew plans in 1972 to convert the original 1926 part of the garage building into a retail liquor store for HBF, and the 1934 addition was converted to 27 car parks.<sup>101</sup>

After a series of mergers HBF had ceased to exist by the 1990s, and the former garage building went into various private ownerships.<sup>102</sup>

In 1996, the car parking area was turned into another retail store for Payless Plastics, and the front of the building was altered to enclose the former petrol pump area. The former liquor store was taken over by Briscoes in the early 1990s.<sup>103</sup>

Hastings District Council took ownership of the building in 2019 and announced a range of possible uses for the building, including commercial tenancies, covered car parking, and residential/mixed use.<sup>104</sup>

However these plans were scuttled when two subsequent engineering reports revealed the building “was significantly less than 34% of the NBS [new building standard]”. The cost of restoring the building, according to the authors of the reports, would be “very expensive”, and “would require a very high level of structural intervention in the building, to the extent where the heritage values of the building will be significantly compromised”.<sup>105</sup>

---

<sup>1</sup> *Daily Telegraph* (9 January 1888).

<sup>2</sup> *Ibid.*

<sup>3</sup> *Ibid.*

<sup>4</sup> *Ibid* (27 April 1888).

<sup>5</sup> Boyd, Mary (1984). *City of the Plains: A History of Hastings*. Victoria University Press, Wellington, p.98.

<sup>6</sup> *Hawke's Bay Herald* (11 January 1892).

<sup>7</sup> Retrieved from <http://nzetc.victoria.ac.nz/tm/scholarly/tei-Cyc06Cycl-t1-body1-d2-d27-d46.html> on 8 March 2022.

<sup>8</sup> *Hastings Standard* (30 April 1896).

<sup>9</sup> *Ibid* (9 September 1902).

<sup>10</sup> *Hawke's Bay Herald* (12 November 1902).

<sup>11</sup> *Hastings Standard* (18 January 1908).

<sup>12</sup> *Waipawa Mail* (13 October 1908).

<sup>13</sup> *Hastings Standard* (23 August 1909).

<sup>14</sup> *Ibid* (9 November 1915).

<sup>15</sup> *Ibid* (17 February 1911).

<sup>16</sup> *Wise's New Zealand Town Directory*, Hastings. 1910, p.452.

<sup>17</sup> *Hastings Standard* (17 July 1912).

<sup>18</sup> *Ibid* (3 August 1912).

<sup>19</sup> Boyd, Mary (1984). *City of the Plains: A History of Hastings*. Victoria University Press, Wellington, p.123.

<sup>20</sup> *Waipawa Mail* (19 October 1912).

<sup>21</sup> *Hastings Standard* (4 December 1912).

<sup>22</sup> *Waipawa Mail* (24 October 1914).

<sup>23</sup> The Council of Fire and Accident Underwriters' Association of New Zealand, Hastings, Block 1.

<sup>24</sup> *Hastings Standard* (13 June 1919).

<sup>25</sup> The Council of Fire and Accident Underwriters' Association of New Zealand, Hastings, Block 1.

- 
- <sup>26</sup> Boyd, Mary (1984). *City of the Plains: A History of Hastings*. Victoria University Press, Wellington. p.243.
- <sup>27</sup> *Hawke's Bay Tribune* (16 July 1926).
- <sup>28</sup> *Stratford Evening Post* (25 February 1926).
- <sup>29</sup> *Hawke's Bay Tribune* (16 July 1926).
- <sup>30</sup> *Ibid* (6 November 1929).
- <sup>31</sup> Retrieved from [https://en.wikipedia.org/wiki/General\\_Motors](https://en.wikipedia.org/wiki/General_Motors) on 17 March 2022.
- <sup>32</sup> *Hawke's Bay Tribune* (6 January 1927).
- <sup>33</sup> *Nelson Evening Mail* (23 June 1926).
- <sup>34</sup> Retrieved from [https://en.wikipedia.org/wiki/General\\_Motors#New\\_Zealand](https://en.wikipedia.org/wiki/General_Motors#New_Zealand) on 17 March 2022.
- <sup>35</sup> *Evening Post* (20 January 1926).
- <sup>36</sup> *Hawke's Bay Tribune* (6 January 1927).
- <sup>37</sup> *Ibid* (2 November 1929).
- <sup>38</sup> Cyril Smith, speech notes (undated). Collection of Heather Pulford.
- <sup>39</sup> *Manawatu Herald* (3 January 1929).
- <sup>40</sup> *Manawatu Times* (3 January 1929).
- <sup>41</sup> *Manawatu Herald* (3 January 1929).
- <sup>42</sup> *Hawke's Bay Tribune* (2 January 1929).
- <sup>43</sup> *Manawatu Herald* (3 January 1929).
- <sup>44</sup> *Hawke's Bay Tribune* (4 July 1930).
- <sup>45</sup> *Ibid* (7 January 1930).
- <sup>46</sup> Fowler, M B (2007). *From Disaster to Recovery: The Hastings CBD 1931–35*. Michael Fowler Publishing Limited, Havelock North, p.12.
- <sup>47</sup> *Manawatu Standard* (14 February 1931).
- <sup>48</sup> Fowler, M B (2007). *From Disaster to Recovery: The Hastings CBD 1931–35*. Michael Fowler Publishing Limited, Havelock North, p.12.
- <sup>49</sup> *Ibid*, p.9.
- <sup>50</sup> *Ibid*.
- <sup>51</sup> *Ibid*, p.12.
- <sup>52</sup> *Hawke's Bay Tribune* (1 November 1934).
- <sup>53</sup> Crabbe, S J (20 September 1934) Architectural Plans. Proposed addition to premises Hastings for Hawke's Bay Farmers' Co-op Assn Ltd.
- <sup>54</sup> Peter Kidd, personal communication. (28 March 2022).
- <sup>55</sup> Cyril Smith, speech notes (undated). Collection of Heather Pulford.
- <sup>56</sup> *Ibid*.
- <sup>57</sup> *Ibid*.
- <sup>58</sup> Kevin Watkins, personal communication (9 March 2022).
- <sup>59</sup> Peter Kidd, personal communication. (28 March 2022).
- <sup>60</sup> Retrieved from <https://nzhistory.govt.nz/war/korean-war/impact> on 31 March 2022.
- <sup>61</sup> Peter Kidd, personal communication. (28 March 2022).
- <sup>62</sup> *Ibid*.
- <sup>63</sup> *Ibid*.
- <sup>64</sup> *Ibid*.
- <sup>65</sup> *Ibid*.
- <sup>66</sup> *Ibid*.
- <sup>67</sup> *Ibid*.
- <sup>68</sup> *Ibid*.
- <sup>69</sup> *Otago Daily Times* (7 July 1950).
- <sup>70</sup> *Gisborne Herald* (29 May 1950).
- <sup>71</sup> *The Hawke's Bay Herald-Tribune* (28 October 1971).
- <sup>72</sup> Garry Mulvanah, personal communication (9 March 2022).
- <sup>73</sup> *Ibid*.
- <sup>74</sup> Peter Kidd, personal communication (28 March 2022).
- <sup>75</sup> *Ibid*.
- <sup>76</sup> Peter McNab, personal communication (22 March 2022).
- <sup>77</sup> Peter Kidd, personal communication (28 March 2022).
- <sup>78</sup> Stuart Cheyne, personal communication (20 March 2022).
- <sup>79</sup> *Ibid*.

- 
- <sup>80</sup> Heather Pulford, personal communication (17 March 2022).
- <sup>81</sup> Stuart Cheyne, personal communication (20 March 2022).
- <sup>82</sup> Kevin Watkins, personal communication (9 March 2022).
- <sup>83</sup> *Ibid.*
- <sup>84</sup> Heather Pulford, personal communication (17 March 2022).
- <sup>85</sup> Peter McNab, personal communication (22 March 2022).
- <sup>86</sup> Kevin Watkins (8 March 2022). Stuart Cheyne (10 March 2022), Peter McNab (22 March 2022), personal communications.
- <sup>87</sup> *Hawkes Bay Herald-Tribune* (2 November 1970).
- <sup>88</sup> *Ibid* (3 December 1970).
- <sup>89</sup> *Press* (15 May 1970).
- <sup>90</sup> *Ibid.*
- <sup>91</sup> Garry Mulvanah, personal communication (9 March 2022).
- <sup>92</sup> *Press* (9 September 1971).
- <sup>93</sup> *Ibid.*
- <sup>94</sup> Kevin Watkins, personal communication (9 March 2022).
- <sup>95</sup> Peter McNab, personal communication (22 March 2022).
- <sup>96</sup> Retrieved from <https://collection.mtghawkesbay.com/objects/10029/hastings-mayor-mr-r-v-giorgi-opens-baillie-motors-new-building-complex> on 30 March 2022.
- <sup>97</sup> Kevin Watkins, personal communication (9 March 2022).
- <sup>98</sup> *Ibid.*
- <sup>99</sup> *Ibid.*
- <sup>100</sup> Stuart Cheyne, personal communication (20 March 2022).
- <sup>101</sup> Hastings District Council archives. File: Erect New premises, 1972.
- <sup>102</sup> Kelly, Michael and Cochran, Chris (2012). Report to Hastings District Council. *Hawke's Bay Farmers' Co-operative Garage, Queen Street, Hastings*. Inventory Number 12; Property ID: 25706; TRIM Reference 25706#002#0005, p.4.
- <sup>103</sup> *Ibid.*
- <sup>104</sup> Megan Gaffaney, personal communication, (5 April 2022).
- <sup>105</sup> Megan Gaffaney, personal communication (9 February 2022).