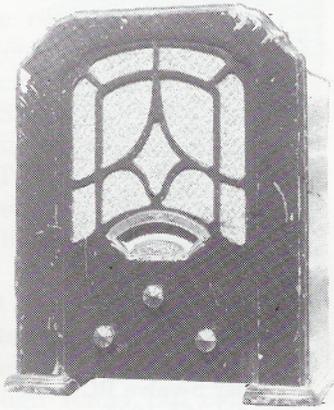


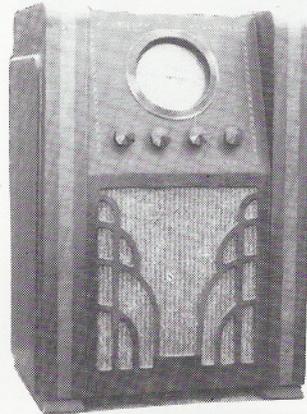
## RADIO CORPORATION OF N.Z.—CQ



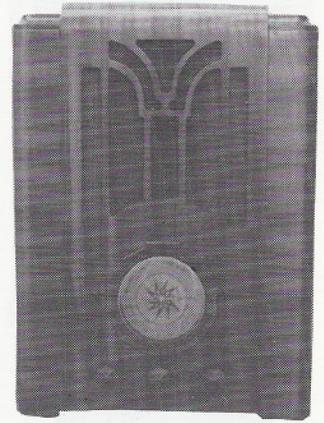
CQ 6-valve superhet 1933



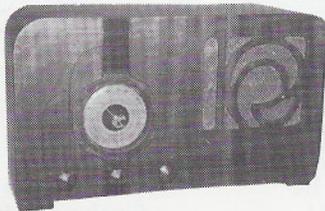
CQ 5-valve superhet  
model 62 1933



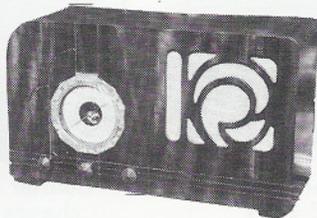
CQ 6-valve DW  
model 72 1934



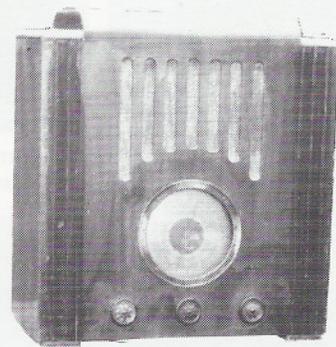
CQ 6-valve  
BC 1936



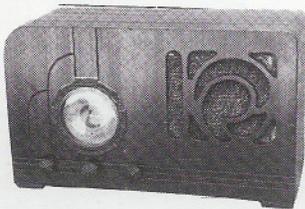
CQ 5-valve BC model 15 1935



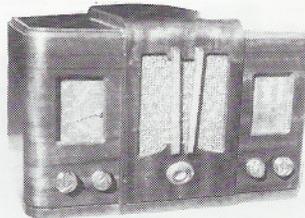
CQ 5-valve BC model 15 1936



CQ 5-valve BC  
model 5B6 1936



CQ 5-valve BC model 5B6 1936



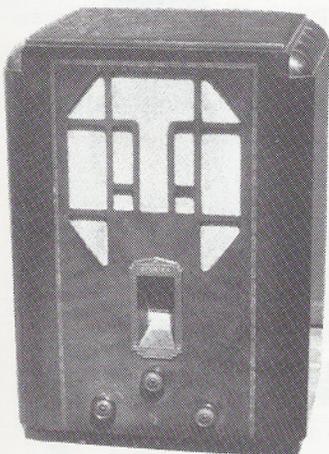
CQ 5-valve DW model 25 1937

## RADIO LTD—RADIO 1936 LTD—ULTIMATE EKCO LTD

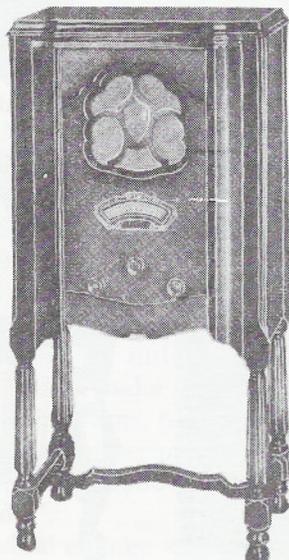
The first mains-operated Ultimate radio, produced in 1929, was an electrified version of the earlier battery-operated Screen Grid Four. It used exactly the same sized metal cabinet and the same

circuitry. The main difference was the use of 5-pin sockets for the first three valves, which were not indirectly heated AC types. A separate power pack was used.

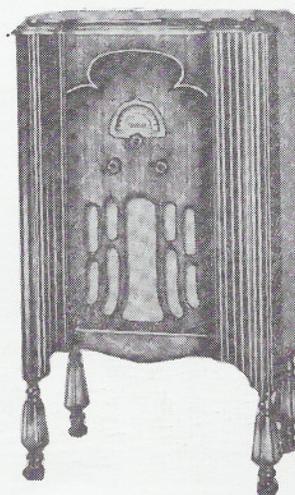
It is interesting to note that, following the tradition established in 1927 when the all-wave



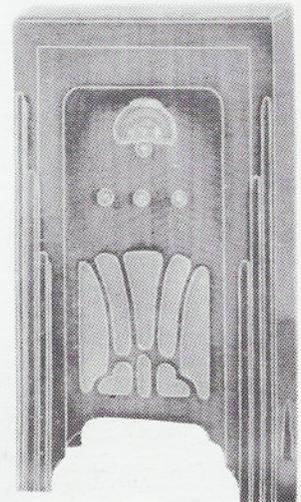
Courier 5-valve  
BC chassis 5LA 1932



Courier 5-valve BC  
model 275 1932

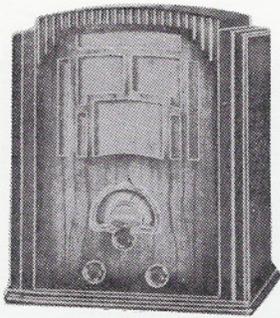


Courier 5-valve BC  
model 235 1933

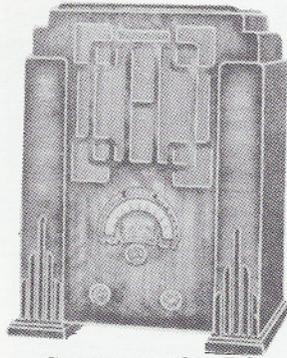


Courier 5-valve BC  
model 185 1933

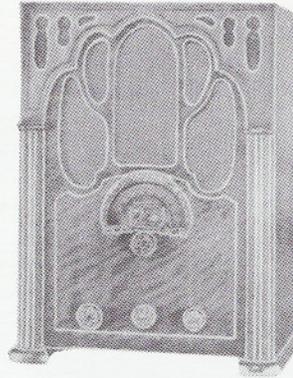
# COURIER



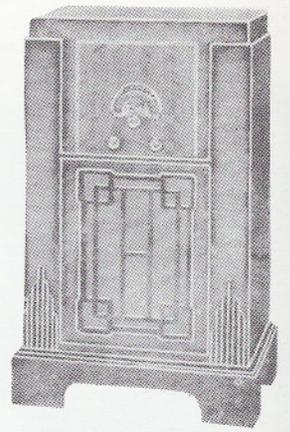
Courier 5-valve  
model 205 1933



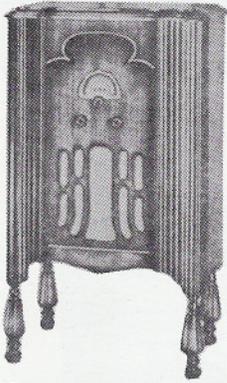
Courier 6-valve BC  
model 216 1933



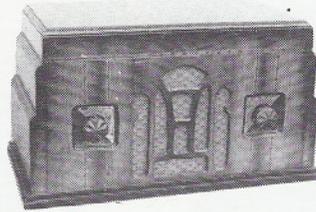
Courier 5-valve BC  
model 165 1933



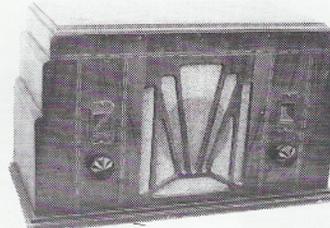
Courier 6-valve BC  
model 236 1933



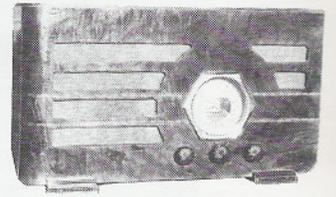
Courier 5-valve BC  
model 205 1933



Courier 5-valve BC  
chassis 5TC 1933



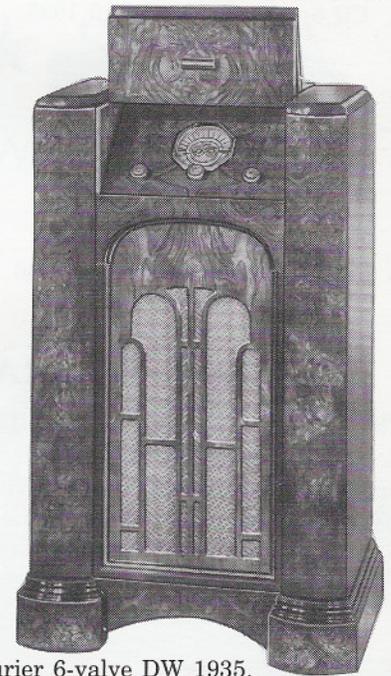
Courier 5-valve BC  
chassis VC 1934



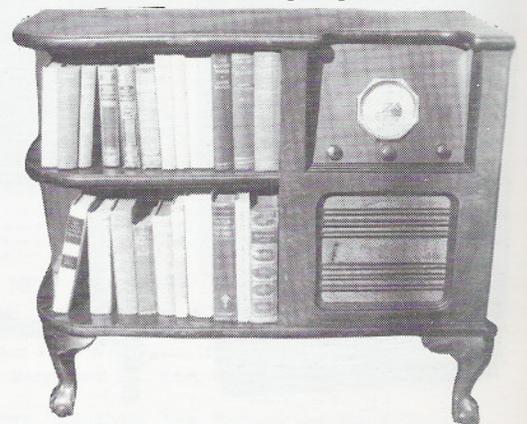
Courier AHC  
5-valve BC 1935



Courier 6-valve BC 1934. Note drum dial.



Courier 6-valve DW 1935.  
Note lift-up flap over controls.



Courier 6-valve DW chassis CO 1935

battery sets were launched, for the first three years AC receivers were made only in all-wave form. At this early date shortwave reception was still very much of a novelty and very few manufacturers in any countries had produced all-wave receivers for general use before 1933. Even though these Ultimate sets could boast single-dial tuning they were still regenerative TRFs using plug-in coils, which meant that they were sets for the enthusiast rather than the ordinary listener.

However, by 1932 production of all-wave receivers had been almost completely overshadowed by the arrival of superheterodynes having BC band coverage only. This state of affairs continued for the next few years even though Radio Ltd carried on their pioneering role by becoming the first N.Z. manufacturer to make all-wave superhets. By this time public interest in shortwave reception had waned and not until several years had elapsed did multi-wave receivers become popular. For the record, it should be mentioned that in 1932 Radio Ltd produced a self-powered shortwave converter suitable for use on any make or model of broadcast receiver.

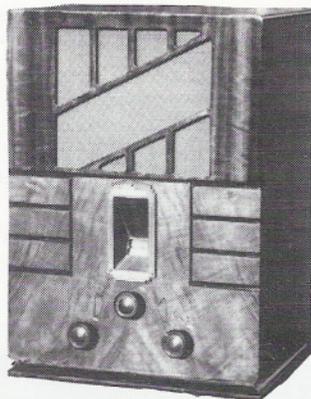
A form of model identification for sales purposes was introduced in 1931, using a three-letter code which indicated the number of valves and the price of each model, thus: 856 indicated 8 valves £56, 527 indicated 5 valves £27, and so on. This system was carried on through 1933 and was also used with the Courier brandline marketed during this period. In the case of Courier the same actual numerals were used but their relative positions were interchanged, thus 514 Ultimate became 145 Courier, and so on. Chassis identification was by means of an alpha-numeric code die-stamped into the rear chassis apron or flange, the figures preceding the serial number.

During 1934 cabinet styles became identified by model names and the former three-digit system was discontinued. Chassis models were henceforth identified by figures die-stamped on a small metal nameplate fastened to the rear chassis apron. Examples of the new coding are 4K, 5N, NS, but there was no complete uniformity. During 1935 the letters, C, D, E, F, L or X were used singly or in combinations such as CAU, CES, LR, XC and so on.

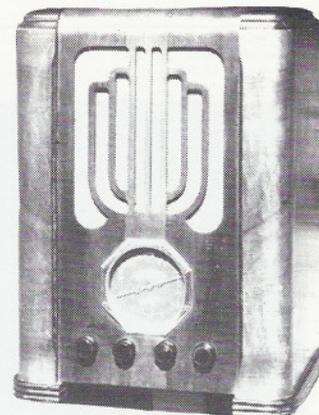
Not until 1936 was a standardised system adopted wherein the first numeral indicated the year of issue, thus A = 1936, B = 1937, C = 1937-38, C and D = 1939, E = 1940, F = 1941. The fact that "C" had also been used in 1935 seems to have been an unfortunate oversight.

So far, so good, but for some unfathomable reason Radio 1936 Ltd did not often make use of this coding when preparing circuit diagrams, here it was (and is!) most frustrating to find descriptions only being used, thus "6-valve broadcast 1938 model" or "5-valve dual wave 1937 model".

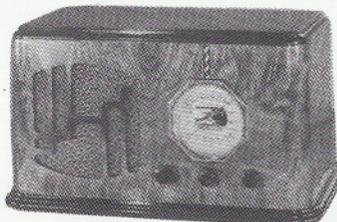
By 1939, however, a gradual change was taking place whereby the actual chassis models came to be



Courier 5-valve BC chassis 5CA 1934



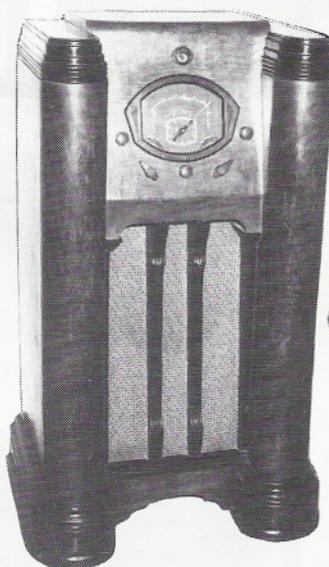
Courier BDC 5-valve DW 1936



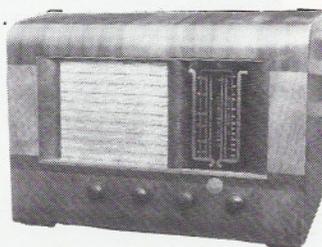
Courier 5-valve BC 1936



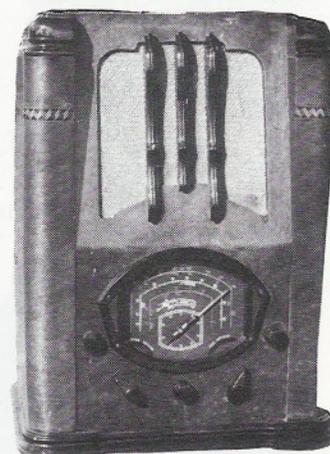
Courier 11-valve AW radiogram 1936



Courier 14-valve AW chassis BO 1937



Courier 5-valve DW chassis RA 1945-46



Courier 7-valve AW chassis BCG 1937

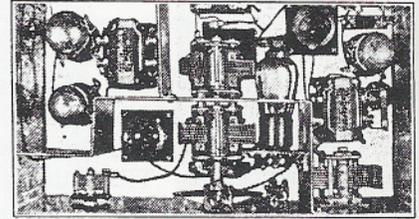
included on the circuit diagrams. But even as late as 1940 some circuit diagrams were still being printed without accompanying model numbers.

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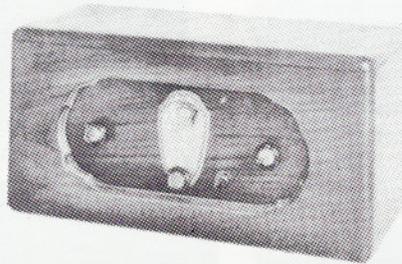
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tric current is not available



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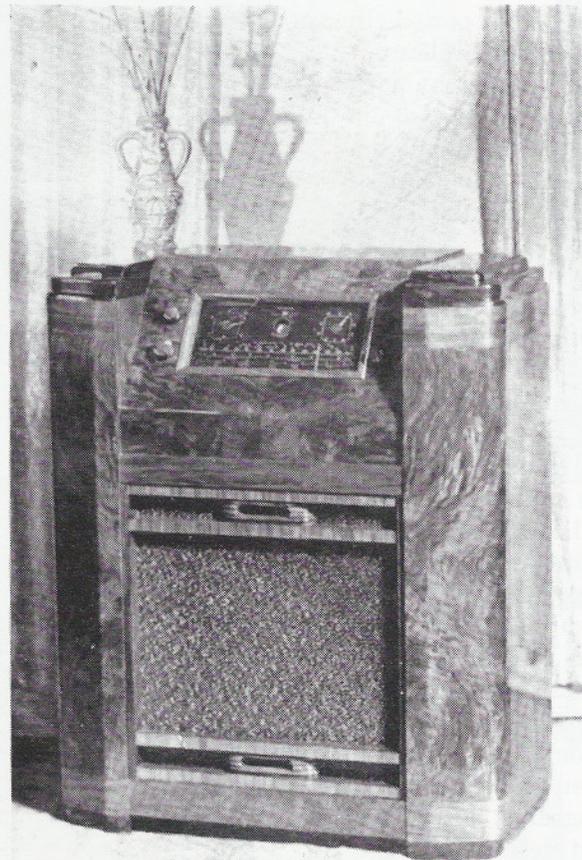
1934

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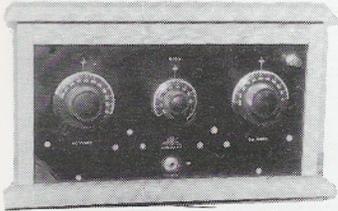


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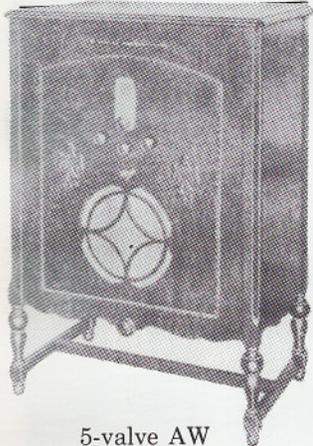
# ULTIMATE



2-valve plus crystal detector, reflexed c.1923



5-valve AW 1930



5-valve AW 1930 radiogram

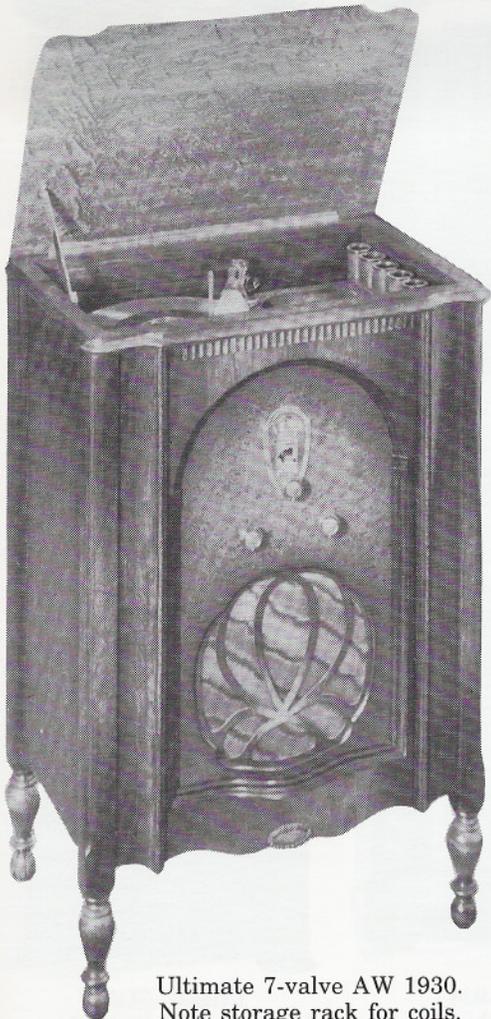


5-valve SG 1931

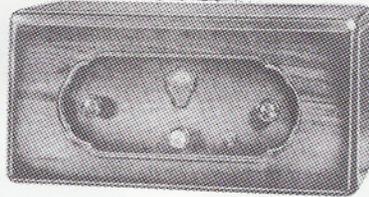


Ultimate Screen Grid All-Electric All-Wave 1930

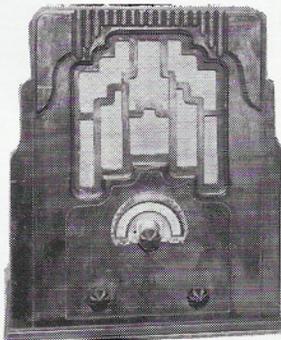
# ULTIMATE



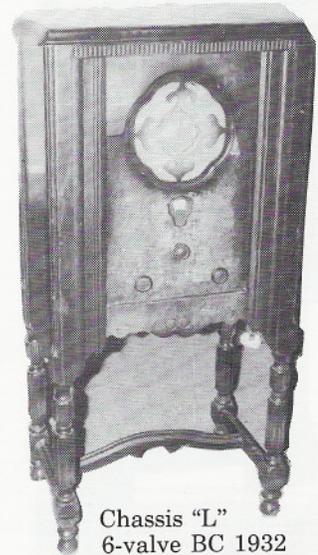
Ultimate 7-valve AW 1930. Note storage rack for coils.



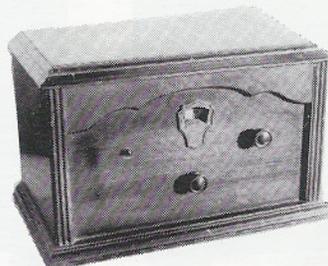
Model 433 4-valve S.G. battery set 1932



Chassis 7L 7-valve BC 1932



Chassis "L" 6-valve BC 1932

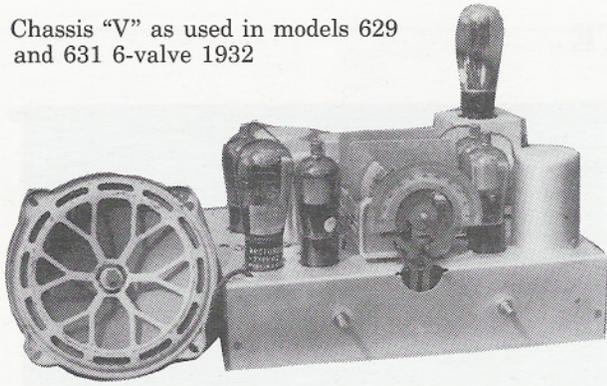


Model 312 4-valve SW converter 1932



Ultimate 5-valve superhet model 523 1932 (model 728, chassis 7LAW uses the same cabinet.)

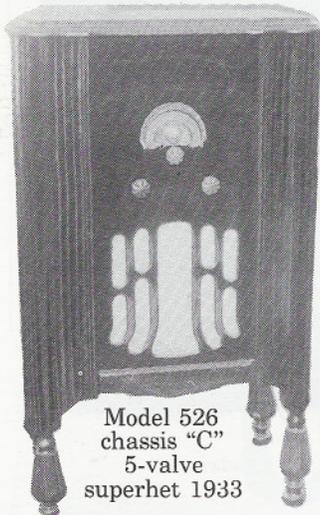
Chassis "V" as used in models 629 and 631 6-valve 1932



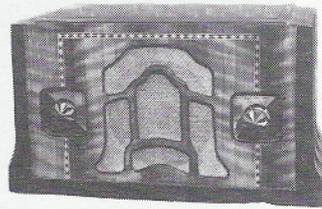
Model 829 8-valve superhet 1933



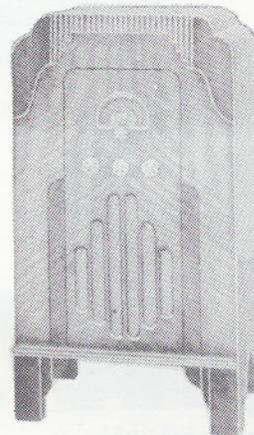
Ultimate 7-valve BC model 1933 (model 936, chassis 9LAW uses the same cabinet).



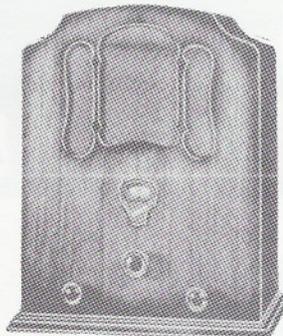
Model 526 chassis "C" 5-valve superhet 1933



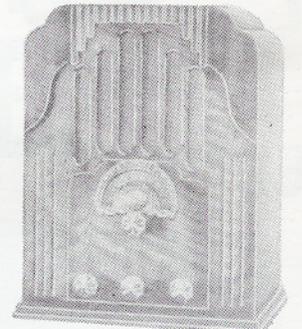
Model 514 5-valve chassis JCL 1933



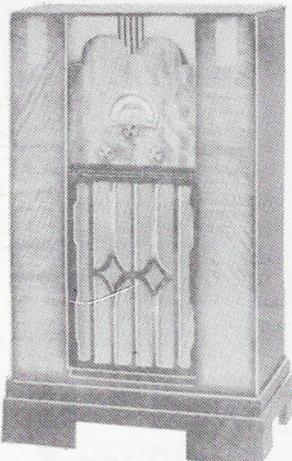
Model 518 5-valve 1933



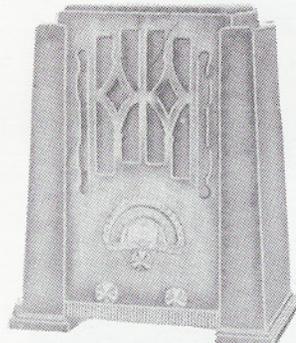
Model 417 4-valve screen grid 1932



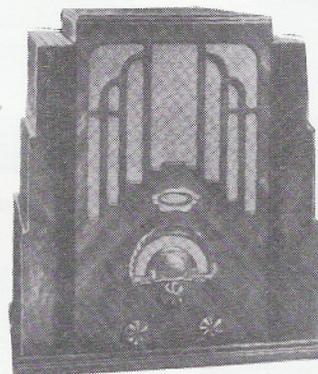
Model 516 5-valve 1933



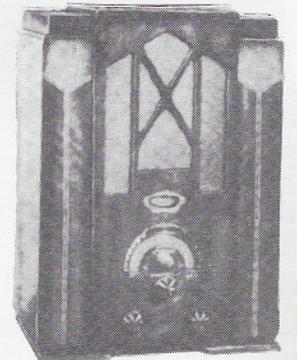
Model 623 6-valve 1933



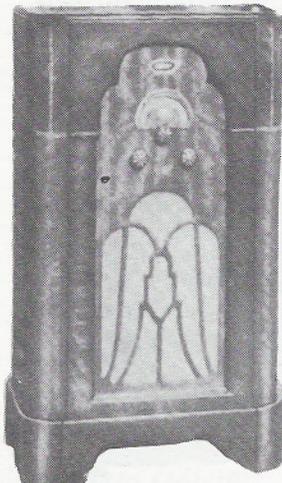
Model 621 6-valve 1933



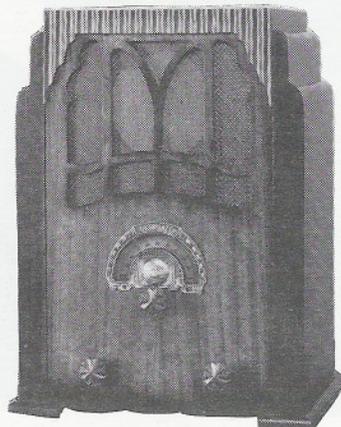
Model 9LAW 1934 "Empire" cabinet



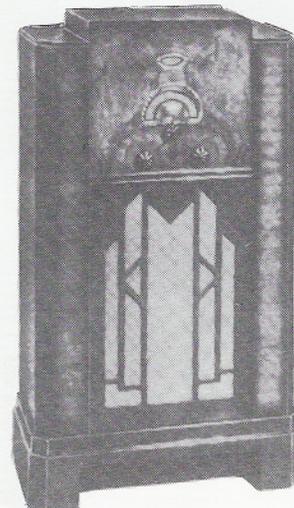
6-valve BC 1934 "Valour" cabinet



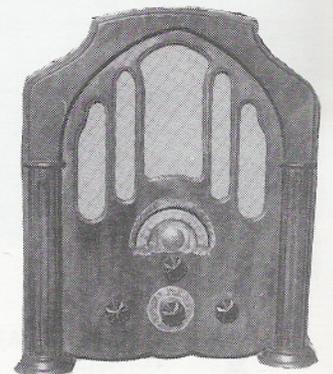
Model 9LAW 1934 "Ritz" cabinet



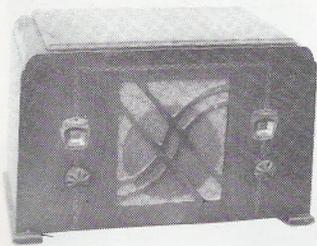
Ultimate 5-valve BC superhet 1933



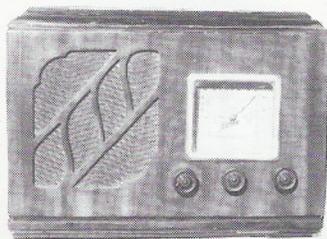
6-valve 1934 "Tivoli" cabinet



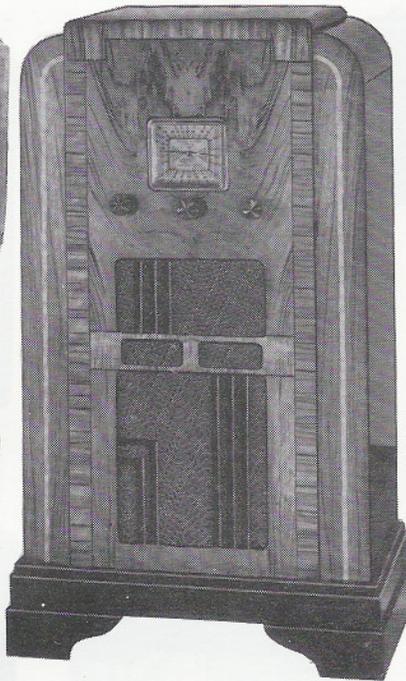
Chassis 7LAW 7-valve AW 1934



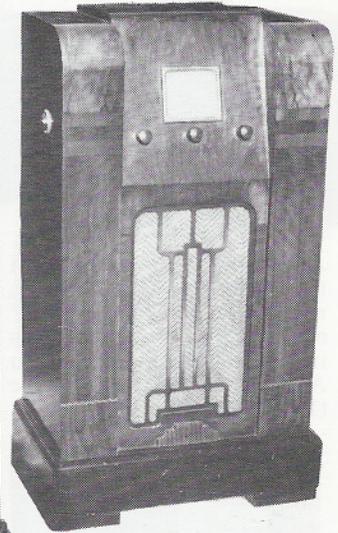
"Jewel Casket" 5-valve chassis VL 1934



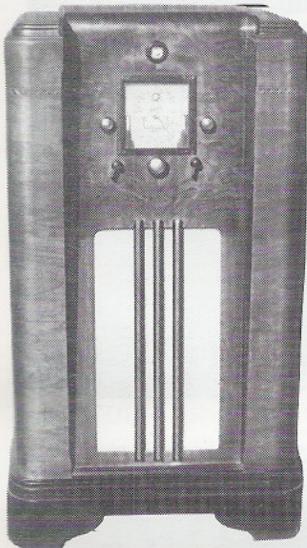
Chassis AU 5-valve 1935



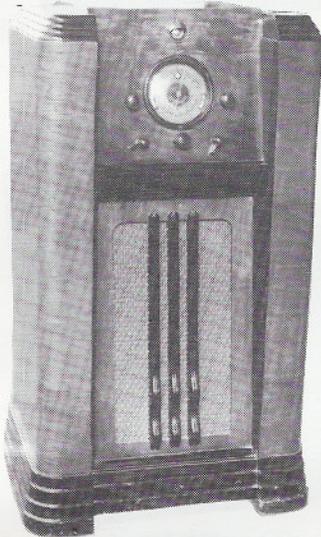
Ultimate 6-valve DW 1935.



Chassis CU 5-valve DW 1935



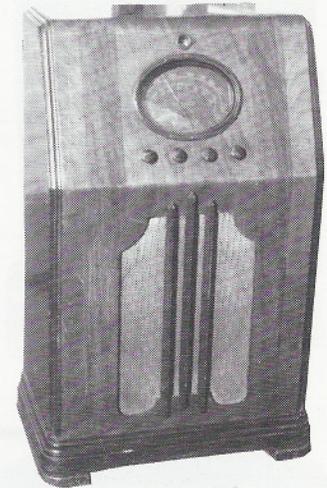
Chassis AEU 10-valve 1936



Chassis XC 7-valve AW 1936



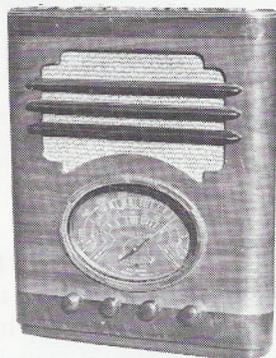
Chassis BDU 5-valve DW 1936



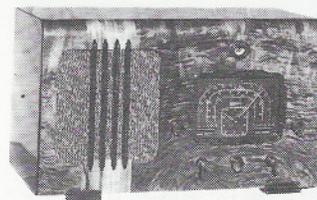
Chassis BZU 7-valve 1936



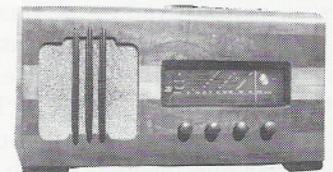
Chassis CSU 5-valve DW 1937



Chassis CCU 6-valve DW 1937



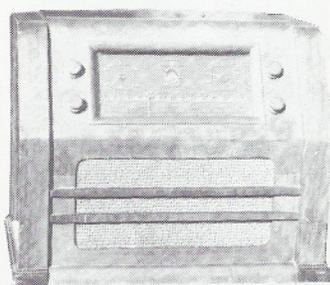
Chassis BCU 8-valve 1937



Chassis CPU 6-valve DW 1937



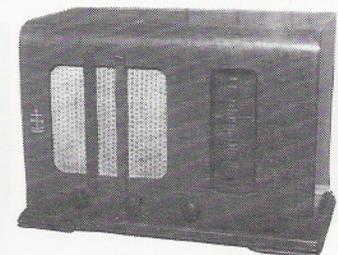
Chassis BDR 7-valve DW 1937



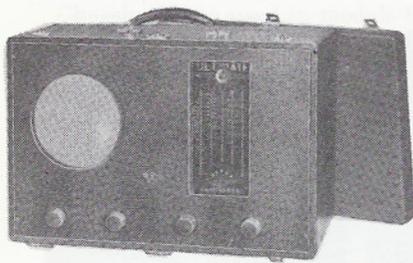
Chassis COU 8-valve AW 1939



Chassis CMU 5-valve 1938



Chassis CUU 4-valve reflex 1939



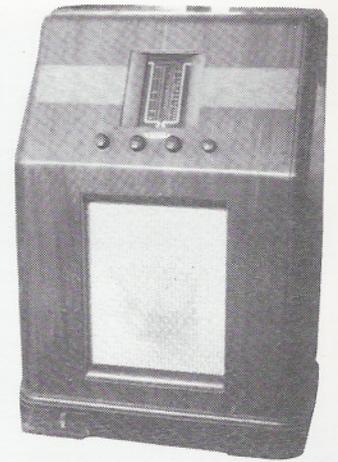
A rare and unusual transportable 230-volt model, available in either 7 or 8-valve form. It was intended for export to Australia and the Pacific (1939).



Chassis FB 6-valve 1940



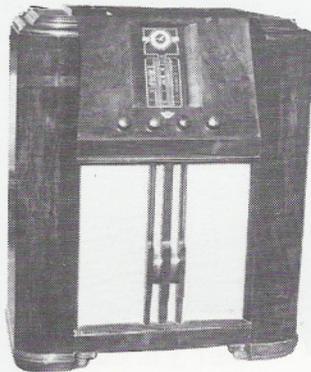
Chassis RO  
7-valve BS 1947



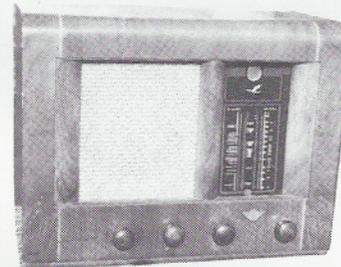
Chassis RA 5-valve  
DW 1946-47



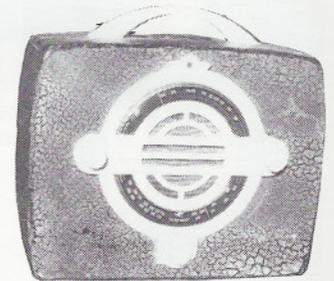
Chassis EBS  
5-valve DW 1940



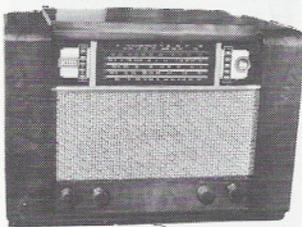
Chassis EA  
7-valve DW 1940



Chassis FH  
6-valve DW 1941



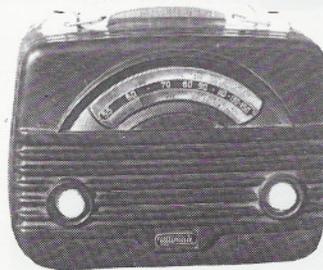
Chassis RAN  
6-valve 1949



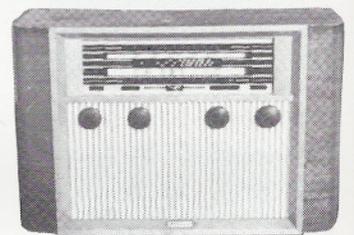
Chassis RAA  
8-valve BS 1949



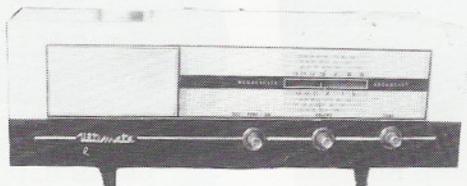
Chassis RCD 5-valve 1953



Chassis RBO  
6-valve 1954



Chassis RCI  
7-valve DW 1954



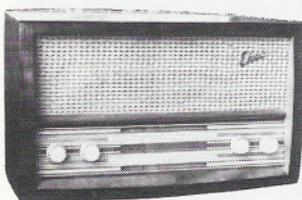
Chassis CEU 4-valve BC 1964

Upon recommencement of production after the war, a new system of chassis coding came into use. All radios were allocated model identification commencing with the letter "R" (for radio), while all electrical appliances used "E" (for electrical). Initially just two letters sufficed but after about three years it became necessary to use three letters. To summarise: RA to RY from 1946 to 1948, RAA to RAZ from 1948 to 1951, RBA to RBZ from 1951 to

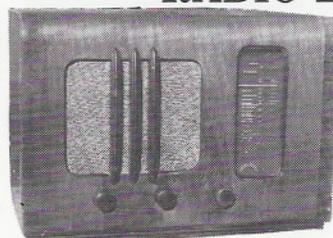
1953, RCA to RCX from 1953 to 1959, RDA to RDZ from 1956 to 1959, REC to REU from 1959 to 1964. Note: there is some overlap in the later periods.

Manufacture of transistorised radios commenced in 1957 and these used the same coding system. After the closure of the Quay Street factory in 1967 any radios bearing the Ultimate name were made by Akrad and used a different system.

### RADIO LTD (MISC.)



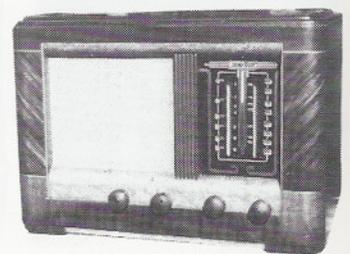
Ekco 5-valve BC chassis  
REF "Canewdon" 1960



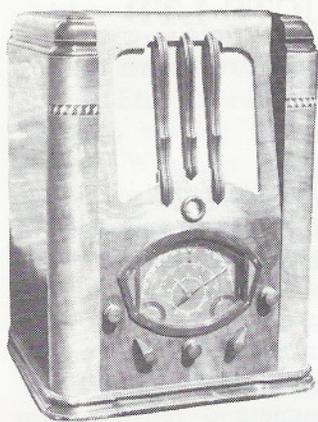
Golden Knight 5-valve BC  
chassis CTR 1939



Golden Knight 6-valve  
DW chassis RW 1949



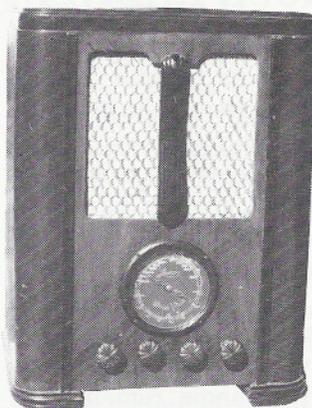
Lewis Eady  
6-valve DW 1947



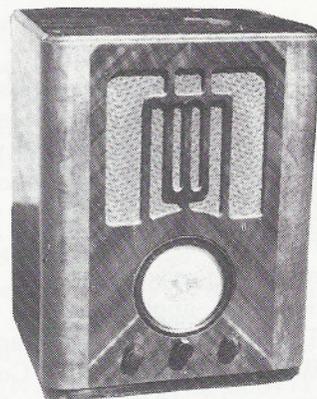
Luxor BCR 8-valve AW 1937



Luxor CR  
6-valve DW 1935



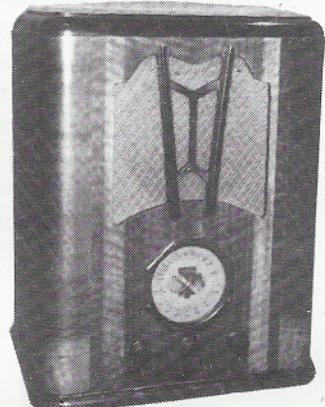
Luxor 5-valve DW  
chassis BEV 1936



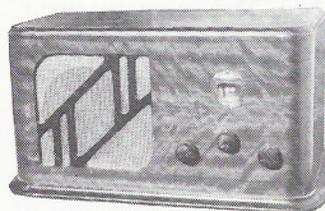
Luxor AHR  
5-valve BC 1935



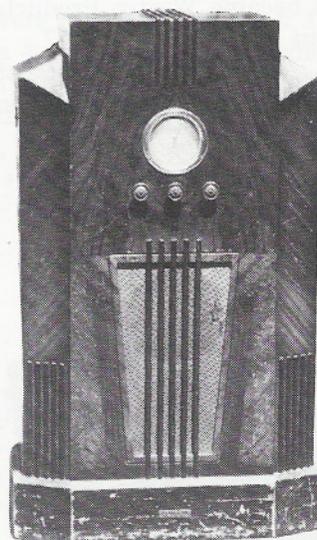
Luxor CDU 5-valve DW 1938



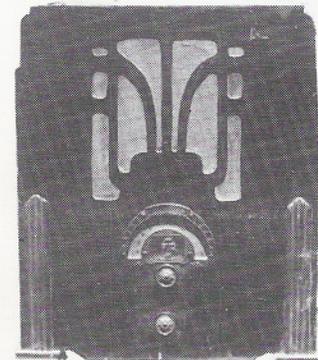
National AR or CR  
6-valve BC 1935



National 5-valve BC  
chassis P 1934



Crusader 7-valve DW  
chassis 7SAW 1934



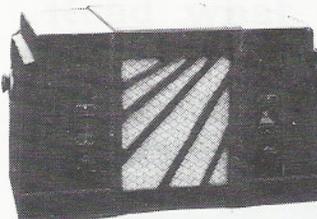
McCabes 5-valve TRF 1932



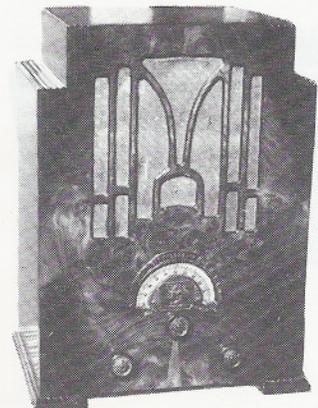
ECC Paramount AR  
5-valve BC 1935-36



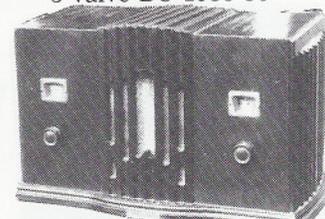
National 5-valve BC  
chassis CEU 1938



Rolls 5-valve BC  
chassis OK 1934



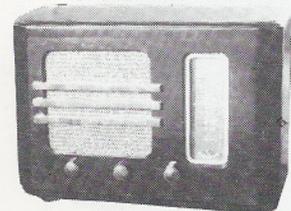
Skyscraper 5-valve BC  
chassis 5CA 1934



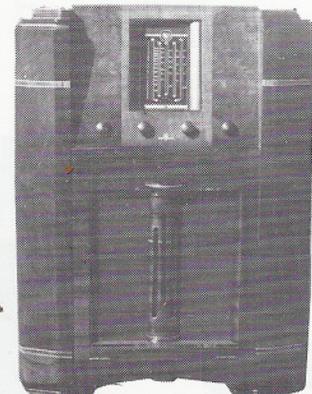
Skyscraper 5-valve BC  
chassis 5BB 1933



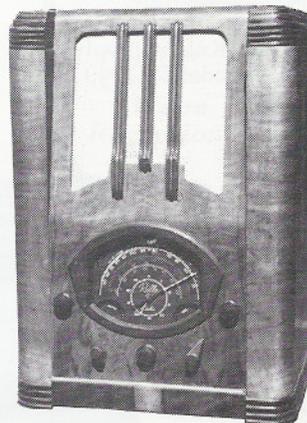
Rolls 6-valve DW  
chassis CR 1935



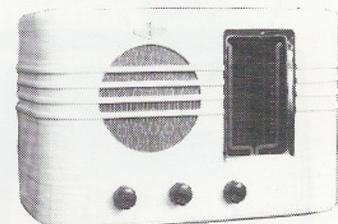
Skyscraper 5-valve BC  
chassis CTS 1939



Skyscraper chassis FA  
7-valve BS radiogram 1941



Rolls BCR 7-valve AW 1937



Rolls 5-valve BC  
chassis RB 1945-46