

OLD WORLD LAMPS & TYRES



"THE WISE CHOICE FOR YOUR OLD CAR"!

Newsletter: January 2018

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Asbestos

The asbestos issue has had a lot of "air" over the last couple of months. In over a decade of importing cars, I can honestly say we have never been subjected to an asbestos inspection (thankfully). I have always maintained that asbestos was not introduced into automobiles in general until the late 1940's and as the large majority of our vehicles are veteran & vintage they should not be affected. In the few cases where Australian Border Security have conducted positive asbestos screening on other imported vehicles, it has however been severe on the importer.

Our attitude to Australian Customs and Quarantine has always been very conciliatory and as I personally unpack all our containers, I am often in contact with the officials. I have found them to be honest, diligent, polite and as a rule fairly easy to get on with and interested in the vehicles we import. They have a sometime difficult job to do and have rules to follow, some rules are more important to some officer and we go with the flow as far as each officer is concerned. It should be noted the 100% no asbestos rule is a Federal Government policy carried out by Australian Customs and Quarantine, not a Australian Border Force edict. Australian Border Force have release a FAQ and this can be found here:

https://gallery.mailchimp.com/2a369a1d3e9ab2b39129fb2a5/files/37d3d251-575f-4ed3-b9e2-b92f3ecbce35/FREQUENTLY_ASKED_QUESTIONS_BY_IMPORTERS_REGARDING_ASBESTOS_IN_VEHICLES_A....pdf

Copy and paste the link into you browser.

The "quick fast forward" of what they are looking for is out lined below.

Australian Border Force are also targeting **engine gaskets, hood gaskets, exhaust gaskets, hood liners, carpet liners, clutch disk, etc** and by solely removing the brake pads will not stop further inspections on arrival. If Asbestos is found in any component, just removing the brake pads does not show the required **"Due Diligence"** and will not protect the importer from an inspection or potential fine. The fines are substantial and several importers have been fined already.

In addition, Australian Border Force have confirmed, although new brake pads may be installed in the U.S. and the MSDS states the goods are "asbestos free", Australian Border Force will not accept this as sufficient assurance of required 'nil asbestos'. **The reason for this non - acceptance is because the U.S. allows 1% and less to be represented as "Asbestos Free" and Australia is Zero tolerance.** The new brake pads will still have to be tested and a certificate issued showing an asbestos detection of 0% must be presented to the Australian Border Force to avoid further potential inspections/penalties on arrival.

Containers keep rolling in!

With containers arriving in October, December & January things have been very busy with imports.

Apart from the continuous influx of tyres etc, High Wheelers have been dominating the car imports with recent imports including: 1906 Holsman, 1908 & 1909 Sears, 1903 Kiblinger & 1908 Black

Other cars include: 1909 Brush, 1970 GMC Truck, 1912, 1913 and 1922 Cadillac's, 1916 Chev, 1911 Flanders a couple of Harley Davidson motor cycles and much more . See the New Arrivals page for photos.

Further containers booked are 4th February (1925 American La France Fire Truck & 1913 Chalmers Coupe - a truly Magnificent car!) & the 11th February (2 x 1916 Cadillac's (a 7 passenger touring and racer) 1907 Renault race car.

We are in the USA late January and will hopefully have more cars for a mid March container, including some very rare circa 1900 Haynes Apperson parts and 1907 Cadillac Model G four cylinder parts, both for current restoration in our shop.

All our Containers are "Direct Shipped" and it is our policy - *if we cannot tie a car to the floor of the container we will not ship it!* NO double stacking.

New High Pressure tyres in Australian tread patterns

In the 1980's and again in the 1990's the Australian mould for high pressure tyres were purchase by both Stan Lucas (Lucas Classic Tyre) and Harold Coker (Coker Tires).

Since establishing Old World Lamps & Tyres over a decade ago, we have been working to have as many of the original tread patterns re-established. Unfortunately the word Olympic is not available as this trade mark is still owned by Dunlop who purchased Olympic in the 1980, now owned by Goodyear. However this has not stopped the use of the moulds and treads and today we are proud to have over 15 Australian treads in use, all stocked by us for supply to the Australian & New Zealand market.



Australian Olympic Tread

From the Wards 30 x 3 (24") 30 x 3 1/2 (23" Beaded Edge (clincher) in both Black and White through the:
31 x 4, (400 x 23")
33 x 5 (4 1/2 /500 x 23")
32 x 4, (24")
34 x 5 (500 x 24")
33 x 4 (25")
25 x 5 (500 x 25")
36 x 4 (26")



Original Dunlop Tread



Wards 30 x 3 & 30 x 3 1/2 available in both Black and White

Brass Stem Tubes

We have always stocked a limited supply of brass stem tubes mainly in 28 x 3" and 30 x 3 1/2". With many requests recently and knowledge that no one else is really carrying this line we have extended our range to include:

- 30 x 3"
- 710 x 90
- 23" - 25" Small combo
- 23" - 25" Large Combo
- 880 x 120
- 26" x 500/600
- Michelin extra heavy duty 810 x 105 - 880 x 135 combo

Brass Stem tubes are more expensive than rubber however these are better suited to the high pressure and Beaded Edge tyres.

New Arrivals

Just some of the recent arrivals, found, purchased or just imported for customers.

1908 Black High Wheelers



1909 Brush



1909 Sears



1904 Holsman



1907 Sears



1903 Kiblinger

This very rear early High Wheeler is for our personal collection and whilst only a 12 hp twin it will be fitted with a very sporty 2 passenger Doctors coupe body, when time permits!

Note the very rare original Surrey top, in the back ground - this was purchased from a friend in Chicago and will be fitted to our 1899 Haynes Apperson. Reproduction surrey tops are available from some Amish communities however correct originals are very rare.



1908 Model F Buick motor.



We purchased this for a customer in Hershey, a very nice 2 cylinder motor will soon reside in a 1908 Buick touring car under restoration on the central coast of NSW

1913 Cadillac "Ute"

Unusual is the only way to describe this wonderful "Barn find" 1913 Cadillac, "Uted" in the 1920's and use as a wrecker until the 1970's we purchased this car in Seattle area and it is currently in our shop undergoing a mechanical restoration for a customer in country NSW. Exteriorly, the car will be left as original as possible!



1916 Chev 490 Touring

The model 490 was introduced at \$490 to combat the ever growing T model Ford market in 1916 Chevrolet over took Ford sale for the 1st time ever and that revelry continues to this day. This midyear 490 Chevrolet is a rare car even in the US, we purchased it and it now have a welcome home in South Australia



1979 Harley Davidson

One of many motor bikes we have imported this unusual but not so valuable Harley Davidson was imported for a customer in the Blue Mountains of NSW.

Everybody loves the appeal of a Harley and we import a couple every year.



1911 Flanders

This forerunner to the Studebaker was just too good not to bring home, we assisted a Queensland customer to purchase, and import this every complete and correct Flanders and it is currently under restoration and will hopefully be completed for the September 2018 National Veteran Tour in Forbes NSW

HCCA International Tour 2019

Don't forget to put this in you diary. The 1st Horseless Carriage Club tour ever to be held in Australia!

Bathurst NSW August 30th - September 6th 2019.

Email for a EOI.



Restorations

1906 Cadillac Model H four Cylinder Touring

Part 1

Having been an avid collector and driver of early four cylinder Cadillac's for over 2 decades I was always keen to pursue one of the rare early versions which little is commonly known about and even fewer ever surface.

Cadillac entered the Luxury four cylinder market very early producing a number of high end vehicles in 1904 for the 1905 season (in only their 2nd full year of production) this car the Model D 30hp followed the very successful single cylinder models A, B and short lived C and E models and would sell side by side with the model F single cylinder. With only 156 the first 4 cylinders produced unfortunately none are known to have survived. 1906 saw the sales boom of the single cylinder and the introduction of two more 4 cylinder models the very expensive 40hp 392 cubic inch Model L and the new Model H which was a revamped version of the 30 hp Model D.

The Model L was only produced in what we would term today *"prototype version"* as only 3 were produced and marketed far and wide with the hope that orders would flow. The model H was somewhat more successful with a total of 502 produced between 1906-1908 with just over 400 of these being produced during 1906.

1907 saw the introduction of the Model G Cadillac the real forerunner to the later 4 cylinders and priced for the mid market, an area Cadillac identified as the growth sector that would see them successfully move out of the now dwindling single cylinder sector and on to bigger and better things. Just over 1000 model G were produced in the 1907-08 production run, with touring, runabout, coupe and Limousine bodies offer on the 25hp chassis.

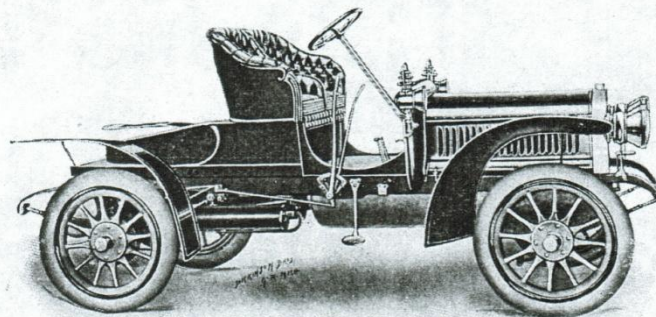


I was lucky enough to salvage some Model G parts amongst some spares with a 1910 Demi I purchased in Queensland years ago, which really lit my fire, however this was not a car. Some more G parts surfaced over the years, but a "complete car" evaded me. At Chickasha swap one year I was talking to David Baird of California, David was proudly displaying his original un-restored 1911 Peerless, I knew David had purchased a 1906 model H Caddy and was un-sure what he was doing with it as I not seen any details of it being out and about. David explained that he had decided to do a high quality restoration on the car and that that was in process. Never one to nag (and figuring I could never afford it either) I never pursued David as to the progress of the Caddy.

I continued my chased for a early four with both the D & L model out of the picture, this left one of the two H's known to exist or one of the seven or eight model G's surviving. Several trips to the USA lead me to a couple of the G's which were either too expensive, less parts than what I had or just plainly not for sale.

Then one day David's Peerless appeared on the Horseless Carriage Club of America web page with the unfortunate words *"deceased estate sale"* Not wanting to be too indelicate I rang the number provided in Pennsylvania to ask what would be happening with the Cadillac? The polite answer was that no-one had considered the Cadillac yet as it was pulled apart. I agreed to ring

back in a month or so to see what was happening. The next call led to me speaking to David Jnr, he was great and assured me that when the Cadillac was to be sold he'd speak to me first. The cynic in me said *"I've heard that before"* so we agree I'd ring him 6 week prior to my next trip and come down to inspect the car.



Model "H" Runabout
30 Horse Power

That September I arranged to go and see the car, 1st thing I was shown was the beautifully restore radiator and brass surround inside the house. Upon entering the garage I was amazed to see parts everywhere, everything tagged and numbered but spread over a 4 car garage that had four cars in it. My 1st thought's, *"what a jigsaw puzzle!"* I mentally took stock of what I saw, chassis, front end, restored rear end, springs, cylinders heads, top & bottom section of the block, and hundreds of zip lock bags with tags and a reference to a photo number. No body, no fenders and bright work. My first question was "do we have the photos" unfortunately the camera was stolen before they were downloaded or printed. So my second thought was *"what a jigsaw puzzle!"* after several hours of investigation and some photos I had finally came across a rare early four cylinder that was for sale! I decided to do some more research and discuss with Chris before entering into any discussion on price.

So after doing some background checks, I pieced together the ownership history (filling in the gaps a little later) and the Cadillac build sheet & a copy of the parts book from the archives helped with what I was looking at. So I returned the next March, I was travelling initially on my own to LA and Chris and our friend Rob Duffy were joining me for the Grizzly Bear Tour and Bakersfield Swap later. I when down for another inspection of the car having a far better understanding of what it was and knowing that it was both a Cadillac loosely based around the single cylinder principles and the fore runner to the later Cadillac's four cylinder models was reasonable confidant I could work out what went where. The big question was "was everything there" So after several more hours and questions I had cobbled together in my head what was there and what needed to be located. David Jnr confirmed the body was sent to well know early Cadillac expert Greg Tocket's shop in Pennsylvania for Greg to restore and after his untimely death it has sent to David's cousins place also in Pa. The fenders were in storage. As it turns out I had actually seen the Cadillac body when visiting Greg and remembered asking him what the body was off and he off handle commented it was for a 1906 Caddy, my retort was *"wow big body for a '06 Caddy"* never ever considering it was for a four cylinder or that I might be in a position to own it a few year down the track. I left the garage in Southern California that day both excited and a bit confused.



Photos of the body and fenders arrived from David a couple of days later and after much consideration I decided I need to take Chris down to take a look at the car and get her assessment. So after the GBT Chris, Rob & I travel back down to see the car again, we photographed everything ever part, ever bag. Rob I'm sure though I was nuts, Chris a little more seasoned in dealing with me and cars, a little more circumspect. So after a brief discussion on price we departed to do some more research and some consideration.

In talking to Chris in our motel a few days later she said *"if your convinced that it is all there and you can restore it and we can afford it, then go for it"* I sat on the idea for a while and did a bit more research, purchased a heap of documents from the AACA library which had some generic info on the Model H and a lot of information on one particular car (the only other one known) restored in the 50's on the East Coast. There was also a 3 page reference to (our car) the Model H we were looking at. This spurred me on.

January the following year we were visited by my good friends Alan & Mary Travis for Arizona, Alan had shipped is 1910 Delage race car back to Australia (it was an original Australia Delivery vehicle) to enter into a number of events. After doing some "Tourist things" we got down to talking cars, my collection and the Cadillac. Alan and Mary were keen to help and after sorting out the how we would pay for it, then we got to logistics of the how to pack and collate everything. Alan quickly enlisted our friend Arnold Schmitt to help so we had a plan now all I need to do was ensure the car was complete, locate and have the body & fenders with the car in Ca. and do a deal on price.

That March I again travelled to the USA 1st stop the Model H in Southern California, after being given assurance the body would arrive in the next couple of days, I did a deal on price and paid for the car and purchased some lights and a collection of automotive book & magazines. The next move was to get Alan, Mary & Arnold, two cars and two 30 foot trailers lined up with boxes pallets and crates. The plan was to gather



everything up and move it to Arnold work shop where we would sort out a enclosed crate to be build on my next visit.

So that is what we did, Rob Duffy and I flew over for a tour and some swap meets and then spent 2 days packing and creating up the car ready for the trip to Australia, one every large crate with the frame, body & many of the mechanicals and a separate create for the radiator and another for the motor and loose parts. After this was completed Arnold delivered the crates to our depot in Long Beach ready for shipping. My biggest concern was that US Customs would prevent such a rare car departing the country, and whilst US Customs certainly did have an interest in the container that story is for the next newsletter.



Our 1906 Cadillac parked behind another handsome brass car, as seen on tour in the 1980's on the East Coast of the USA

Trips and Tours

2018 looks like being a very busy and exciting year for us, with more tours than ever and a few interesting trips as well.

Jan - Feb

- USA trip to pack up a large collection of veteran vehicles recently purchased.

March

- Cobram 1 & 2 Cylinder Tour
- Tasmania National 1 & 2 Cylinder Tour

April

- The HCCA National Tour & Convention California USA
- Bakersfield Swap, California, USA
- Followed by chasing another early Cadillac

May

- Autumn Tour for the ABBA Festival, Parkes & Trundle, NSW
- Yamba 1 & 2 Cylinder Tour

June

- HCCA National Tour by the Sea New Port Rhode Island, USA

September

- National Veteran Rally Forbes, NSW

October

- Annual Hershey Swap meet, Hershey Pennsylvania, USA
- Hershey Hang Over Tour, Pennsylvania, USA

November

- Bendigo Swap
- MotorFest Mudgee

I'm not sure where I'll get any time to work in all this, but there are 24 hours in a day!

Cars for Sale:



1916 Buick

This fantastically original model D45 touring car with its very rare California Camping Body underwent a "1950's" restoration. A very strong runner it is mechanically complete and original riding well on its 115" wheels base, it travels well down the road. Despite needing some work on the electric starter, it starts from cold on the 2nd crank. It also needs a new top but retains all its original bows & irons in good condition. Currently on NSW Club rego (not

transferable)
\$39,000 ono.

1908 Sears

This very complete Model H Sears is an excellent candidate for a high quality restoration. Recently taken out of long term storage to Virginia, it is very complete mechanically with its original body. It would make a wonderful High Wheeler for the Bi Annual High Wheeler Tour or any 1 & 2 cylinder Tour
\$29,500



1909 Cadillac Speedster

We have had this project for years and with my focus changing to the model H & G Cadillacs, it is time to move it on. All the hard stuff is there - it needs a radiator however is otherwise mechanical very complete. It has the roadster cowl, seats, bonnets, round petrol tank etc, monocle windscreen and come with a new set of tyres,
\$19,500 price to sell.

Coming Soon:

1902 Rambler

Very Correct, original older restoration, stored many years, ex London to Brighton entrant.

1902 Elmore

Very rare vehicle, possible the oldest Elmore known, originally delivered to Hampton Square, New Jersey in 1902, 12 hp, 2 cylinder, two stroke. This runabout is a cracker!

1916 Cadillac

This late 1916 Seven passenger tour is a wonderful older restoration from a very high end collection on the east coast of the USA,

Parts for Sale:



We have a huge selection of 1909 - 1912 Cadillac parts and many brass era accessories, clocks, speedo's, some very rare Tachometers, head & side lights and horns.

Please enquire about you needs.

