

# OLD WORLD LAMPS & TYRES



**"THE WISE CHOICE FOR YOUR OLD CAR!"**

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## Aladdin's Cave

In chasing information and following leads, sometimes you never know where this will take you. In this case, I was lucky enough to be invited to what turned out to be an "Aladdin's Cave" of veteran autos.

Whilst researching the history of our 1906 Cadillac and chasing previous owners for information, I rang one of the most recent owners who had inherited the car from the famous Rothschild collection in New Jersey. After quizzing the fellow and updating him on where the Cadillac's re-restoration was at, he casually commented, *"next time you are in the US, make sure you drop by and see us, we have a few cars here that you may be interested in"*. So on my October trip after Hershey I had a day free and called Chris and ask her to dig out the phone number.

Upon calling the number I spoke to the son and was cheerfully was greeted with *"you're the Aussie who purchased the Cadillac, of course you can come and look at the cars"*. So I drove to the address 2 days later and after quick introductions I was taken to a skillion roofed shed that was full of equipment and of all things bullets. It was quickly explained that they did a lot of work for Hollywood in making blank ammunition for films and had just completed all the works for the latest "Transformers" movie.



I could see from the entrance the outline of old cars, covered in dust and piled high with boxes of stuff. I was shown around the corner and there to my amazement was a 1913 Chalmers Coupe - huge car, 132" wheel base, 60hp T Head 6 cylinder and 4 speed transmission. Sitting next to that was a 1906 Renault, set up as a historic racer, but it turned out it was a very rare AH model and one of only 2 known to exist. There was also a 1913 Rambler

Cross Country 40hp touring and a 1916 Cadillac 7 passenger touring. I was told the cars had been sitting there for over 20 years. These were previously the property of his grandfather Michael Rothschild, of the famous industrialist family and well known race driver, who had huge car collection. So I asked if I could take some of the photos.

I had to stand on 44 gallon drums of bullets as you could not get between the cars to take photos. After some quick investigation I was told there were more cars *"up the back"* so I was shown to another 1915 Cadillac a un-restored racer with documented race history on the East Coast of the USA. In a large enclosed car trailer there were 2 more cars - a 1902 Rambler VCC Dated and a very rare 1902 Elmore, both Ex London to Brighton entrants.



After some discussion on the fate of the cars it was confirmed that they were all for sale with the over-rider "we only want to deal with one person and it is take one, take them all, no cherry picking and all the parts have to go as well!" So after some discussions on price were sorted, it was agreed that I'd be back in December or January to sort the deal, pack the cars & parts and sort out where to market the cars we did not want to keep. I'd just made the biggest car purchase of my life, all high end veterans and quality restorations at that!



After sending photos and details back to Chris & Andrea, it was quickly decided to have the 1913 Rambler re-commissioned in the US by our friend Arnold Schmitt ready for the HCCA National Tour and convention in April 2018. Andrea very quickly quipped "the 1915 racer is a keeper, mine!" The question then was what to do with the other cars, I had a real interest in the Elmore, 2 cylinder 2 stroke "the car that has no valves" Elmore touted throughout their manufacturing life. It was cute, quirky and unusual, right up my alley. However I was not convinced that we could keep 3 of the 7 and resigned myself to the Elmore being sold.

So in January 2018 Chris, Andrea, myself and our friend and co American rally entrant, Rob Duffy travelled to the US to sort, load and deliver the cars. This process went smoothly with my friend Steve Hammett from Seattle coming down to help with the logistics and get them to our depot in Long Beach Ca.



Now with a car under re-commissioning and a car under restoration, and with 5 cars left to sort out I had a very pleasant problem to solve!



With the 2 Cadillac's, the Chalmers and the Elmore ready to ship and some other customer's cars & another large tyre order we quickly organised three 40 foot containers to be under way. These arrived very soon after our own arrival home.

Within hours of it arriving home we had the 1916 Caddy running beautifully. And after a little servicing both the Renault (still in the US) and the Elmore were up and running also.

With all this happening we set our sights back to the US and to the Grizzly Bear tour and HCCA National Tour in Yosemite and the 1913 Rambler Cross Country that was waiting for us there to drive and enjoy.

In discussing the cars with some close friends, Ken Hall quickly said "I'd be interested in the Chalmers", a car that would be right up his alley - big, powerful, quick and unusual! So we agreed on a price and delivery procedure. This car now resides in Tasmania. The 15 Cadillac is under restoration in our shop and the 1902 Rambler looks like it will go to a private collection. The fate of the Elmore is as yet unknown and the 1916 Cadillac will be on tour at the Forbes National VCCA tour in September.



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## Bakersfield Swap

The annual Bakersfield Swap is run by the Kern County Model T Ford Club and is one of America's premium Brass Era swaps. Though not big by American Swap standards, the 10 rows of traders at the Fairground is choc-a-block full of brass lights, horns, speedo accessories and a large number of early auto parts.

Some of our best finds have been at Bakersfield. Chris came across the Astor windscreen on our 1918 Cadillac on her first visit within 50 metres of walking in the gate. A few years ago, I walked up to a trader who had a steering column on the table and asked *"what do you have on the column?"*, he replied *"do you know what it is off?"* I replied *"I have an idea, what do you want for it?"*, he said *"you can have it for \$100 but only if you tell me what it is off"* so I handed over \$100 and picked up the column, then I told him it was off a Black or McIntyre high wheeler and could possibly fit a Kiblinger as well as they were all made in the same factory in Indiana. He said *"I've been carting that thing around for 20 years and it takes an Aussie to come and purchase it and tell me finally what it is off!"* I assured him it would be put to good use on a Black high wheeler!

This year I was lucky enough to pick up a original pair of 1898-1904 Haynes Apperson carbies, which are very rare and unique to the Haynes. The vendor, who is a friend of mine, was un-aware what they were, but had a big asking price as he figured they were rare, so after a hour or two of "dickering" and a few other items throw in, we agreed on a price. **So you never know what you'll find but it is always worthwhile!**



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## Tassie 1 and 2 Cylinder Tour.

The Bi-annual National 1 & 2 cylinder tour was held in Deloraine Tasmania March 21 - 25th, 2018. This was conveniently timed to follow directly on from the Victorian Club's Cobram 1&2 where over 70 vehicles attended this annual event.



30 entrants attended Tassie with a good mix of cars and a few bikes also. Those that did make the journey were treated to some fantastic roads and attractions. It is a bit of a hike on the ferry to Tasmania and if you want to take your veteran on the trailer that is really expensive, so numbers were down on main land events, however this did not dampen the spirits of any of the entrants.

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## HCCA Board membership.

The Board of the Horseless Carriage Club of America has announced the results of the board elections for the following 3 years and for the 1st time an Australian has been voted to the prestigious board. I was very pleased to have confirmed that I had been elected by the 4500 strong membership.

In a statement, outgoing Horseless Carriage Club of America President Chris Paulsen said *"we are pleased to welcome Russell to the Board and very pleased to extend the international flavor by having an Australian join our ranks"*.

*"The Horseless Carriage Club has, since its inception in 1937, strived to preserve, promote and use Brass Era Autos, a form of rolling museum, we look forward to extending that further on an international level"*

The Horseless Carriage Club of America is one of the oldest car Clubs in the world with membership in 24 Countries and represents vehicles manufactured pre 1916. It has never before elected a board member from so far out of the greater United States.

*"I am honored to have been elected to the position and look forward to working with my fellow board members to further the Club's growth, international membership and continue the work educating and encouraging the younger generation in the thrills and experience that owning, working on and driving a Brass Era car can be"*.

I would like to thank all the members who showed their trust in me by voting !

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## US Cell working 24/7

After a heap of discussions and planning (not to mention some assistance from friends), we have finally managed to get my US cell to be able to be answered in Australia while I'm here, and at no extra cost, to the caller or receiver.

So bearing in mind the time difference, which is more in the US Summer / Australian winter because of the Daylight Saving effect, please feel free to call the US Cell to talk to me any day of the week or year. Ph: 757 434 0056

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## Containers keep on coming!

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

Apart from the continuous influx of tyres etc, High Wheelers are still dominating the car imports with recent imports including: early Kiblinger, 1908 Sears, & 1910 Reliable Dayton

Other cars include: 1909 Brush, 1970 GMC Truck, 1912, 1913 and 1922 Cadillac's, 1916 Chev, 1913 Chalmers Coupe, 1902 Elmore, Harley Davidson motor cycles and much more. See the New Arrivals page for photos.

Further containers booked are 6th May (1931 Cadillac, Reliable Dayton) & the 20th May (1902 Rambler, 1906 Renault & 1910 Buick).

We are in the USA late June for the "Beside the Sea Tour" in Newport Rhode Island and will hopefully have more cars for a July container, including some very rare circa 1900 Haynes Apperson parts and 1907 Cadillac Model G four cylinder parts, both for current restorations 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 Arrivals

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

### 1913 Chalmers Coupe



This very rare Coupe is a fine example of Chalmers raising the bar after purchasing the Thomas Detroit shares and facilities in 1909. This 132" wheel base, 6 cylinder T head monster motor is rated at 60+ horse power and is coupled to a great 4 speed transmission. Whilst a "big Car" it is beautifully proportioned and looks nothing short of magnificent

**1925 American La France Fire Truck** Always a California car, we purchased this for a client who is always looking for something different. We have tried to purchase a couple of these over the years but they always seem to pop up on the East Coast. This one was very conveniently located just above Los Angeles which was most convenient to get it to our depot.



### 1916 Cadillac 7 pass Touring

Very good older restoration V8 Cadillac formerly from the Harrah & Rothschild collection, great touring car. Correct 27" wheels and very high quality restoration that shows some age. See the for sale section.

**1915 Cadillac Racer** Whilst really the only un-restored car purchased from the Rothschild collection, it was to us the most exciting, with its documented race history. This 1915 touring was cut down to a speedster in the early 1920's and raced on the east coast of the USA before being abandoned and finally being put in a barn for over 50 years. Purchased by Michael Rothschild in the late 70s, he never got around to starting the restoration. It now resides in our Cadillac collection and will be a wonderful addition to what Chris refers to as Andrea's and my "Need for Speed"



**1902 Elmore** Possibly the oldest Elmore known to exist, this wonderful 2 cylinder, 2 cycle runabout successfully completed the 1997 London to Brighton run before being place in storage for 20 years. Elmore were a very successful independent maker who for all their life proclaimed to produce the "car with no valves" and actively lobbied for the auto industry to abandon the 4 cycle engine for the 2 stroke system, an argument they lost, but their unusual vehicles have a very popular following today.

**1907 Reliable Dayton High Wheeler** High Wheelers just keep on coming, this particular car I been negotiating on for some time and finally secured it for a customer in Victoria. The Reliable Dayton is one of the more expensive High Wheeler's, both in its day and today. This needs a full restoration but is a wonderful project.

## HCCA International Tour 2019

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

Bathurst NSW August 30th - September 6th 2019.

Email for an EOI.

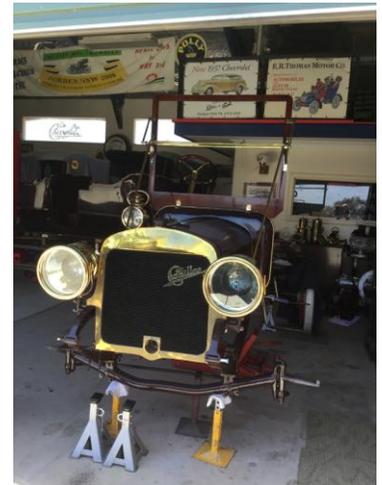


## Restorations

### 1906 Cadillac Model H four Cylinder Touring

#### Part 2

After the crate was delivered to our Long Beach depot, we had some tyres delivered and a 1912 Cadillac touring I purchased which now belongs to Neil Campbell in Victoria. The container was packed and fumigated as is our usual process, and then delivered to the dock. This is where the fun started! It was booked on a ship for the following Sunday and on the Tuesday I logged onto the container monitoring site and it said, "dropped to the dock booked on the ship", which is the norm but by no means confirms it was loaded. 4 days later, the site had not been up dated and a Bill of Lading had not been issued, so my alarm bells were ringing. So a quick phone call to the our agent in the US and he confirmed that US Customs had stated they wanted



to inspect the container. This can happen in one of several ways - additional Documentation inspection, X-ray of the container, dog search, ie they open the doors and send in a couple of well trained Beagles looking for drugs, or a full un-pack and inspect. My concern was that a documentation inspection may require more details of the model of Cadillac's in the container and raise a red flag over this rare car. After 2 weeks of not loading (and fees being incurred), US Customs decided to send the container to Price Transfer for a full un-pack and contraband inspection. This is not something that is overly unusual (about 10% of outgoing containers have this inspection) however it is both a time consuming and a costly exercise with the customer (us) bearing the cost, despite the fact this is done all in the name of US Border Security! So after 4 weeks of delays and \$4500 in additional fees, they finally released the container (after finding nothing of course!!) and it was loaded onto a ship bound for Australia and a Bill of Lading was finally issued.



On my next trip to the US, I decided to follow up the seller to see if he had found any more parts for the car and to my surprise he located another box of polished brass parts, & the original crown wheel, pinion 7 broken axle, which it seems is what halted the car in the first place. So after organising to meet him and collect the parts, I decided to return to the motel and sort out what parts I could bring home in my bags and what needed to go with the car. Well there were parts that I

know I was looking for and to my surprise, parts that I had never known I was missing! In the end I was so excited I just stuffed everything in my bags and paid the excess weight fee upon flying home!

Once in Australia, the Customs & Quarantine process is fairly straight forward, but time consuming. So the container arrived and after the unpack which we do personally at a private facility in Western Sydney, the Caddy was finally on the ground and waiting for inspection. This occurred in the next few days and we were able to take her home and faced the task of un-packing and sorting everything out. First the body was fitted onto a rolling trolley with shelves under and mechanicals all laid out. Then over the next couple of days, these were grouped onto 2 sets of moveable shelves, motor, front end, springs, rear end & transmission. The multitude of bags were then sorted into their respective categories.

The first task was to sand blast the frame and the associated brackets etc and prime & paint these so we had a base to build on. Once this was completed, we start the rough process of assembling the motor so as to work out what was there and what was not. Fortunately, almost everything was there with only minor bolts, screws and the odd fitting not accounted for. Once this was complete the motor was again dis-assembled ready for the necessary work to be completed for proper assembly.



Having confirmed that my assessment of the completeness of the motor was correct, assembly of the transmission and its unusual engagement system was undertaken again not for final assembly but to confirm everything was there. This again proved successful with only a few nuts and bolts not accounted for. The rear end was considerably easier as this had been re-built by a specialist in, of all places, Cadillac Michigan, so only prime and paint was required there. After the production of new bushes for the drive shaft it was fitted to the rear end.

With the chassis sitting on two steel trestles, springs were next to be sorted, sand blasted, primed, painted, greased and assembled. This proved a bit of a jigsaw puzzle with 3/4 elliptic rear springs and semi elliptic front there were some 50 odd leaves in total. Whilst most leaves were marked as it turned out not necessarily correctly, so some mixing and matching was undertaken until the frame sat squarely on all four points allowing the rear end to be attached and the front end to be assembled.



While the mechanical components were being worked through the body sat with very little work on it. In the back of my mind was however the fact that only one of the two rear doors (NB no front doors) had come with the car and I was faced with making a new mirror image door - really a cheap price to pay on a 110 year old body, but a finicky task neither the less. Then one morning I received an email out of the blue saying that a Early Cadillac Club member was visiting a upholstery shop west of San Francisco and the owners who were closing up shop and retiring wanted to locate the owner of a door that had been left with them years before. So after some digging around, he had been told that I had purchased the car and wanted to get the door to me. Well now was that luck, this car was like the provable "bad penny" except everything just keep rolling in! I contacted my friend in the Seattle region and he organized to collect the door when meeting the fellow and it arrived in our next container.



So with the door located and the mechanicals loosely assembled I was in a very positive frame of mind. This process confirmed that the car was very, very complete and my gamble was well worth it! That just meant the real work of a top quality restoration could truly commence.

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## Trips and Tours

2018 has begun with a whoosh, after the quick trip to California to pack up 7 high end veteran cars, followed by the Cobram & Tasmania 1 & 2 cylinder tours and the HCCA National Tour in Yosemite National Park and Bakersfield Swap, it does not look like it is going to slow down..

### May

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

### June

- Singleton Weekend Tour
- 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 Sears is the 88th car off the production line and is pre any model designation. It 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 mechanically very complete. It has the roadster cowl, seats, bonnets, round petrol tank etc, monacle windscreen and come with a new set of tyres, \$19,500 price to sell.

### 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. Original body and detailed history. 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.

