

day, take on true historical value and interest either from the standpoint of the prototype vehicles or of the manufacture of the miniatures themselves. It can be said that at least one of the foregoing factors or inclinations must have consciously been present somewhere along the line for an individual validly to claim a background of collecting miniature cast-metal automobiles that extends back some time before World War II. It might seem that, dealing as it does with matters of thought and outlook, it would be extremely difficult to determine whether what survives in the original owner's hands today actually represents a conscious collection or just a fortuitous survival. Actually, the nature of the assemblage of models itself usually settles the point. Are the models all of a certain general size, or are all models that represent good replicas of specific prototypes, or are the models gathered in an obvious pattern of color and other variations? If the answer to any of these is Yes, then it must be granted that the individual in question was a collector in the true sense. There are few collectors whose credentials in this direction are impeccable, but a sufficient number of collections have survived to establish beyond any doubt that there were, in the 1920's and 1930's, a limited number of pioneering individuals who took the hobby of collecting miniature cast-metal automobiles seriously. These few had the incentive, hardihood (for this surely must have been required in the face of those who would consider the practice an absurdity), and the means to purchase over a period of years every different model within the scope of their collecting pattern that appeared on the market, or at least that was offered at the points of sale that they frequented with regularity with this in mind. Some of them still are collecting, and justly merit the credit for their longevity in the hobby that they proudly claim.

#### COLLECTING AFTER WORLD WAR II

Whatever the relative paucity of interest both in building and collecting model automobiles as a serious hobby prior to World War II, there is no question that when the hobby burst forth with a vengeance immediately following the war, this out-

Fig. 127. Window and store displays of model automobiles around 1940. The cast-metal miniatures in these scenes are mostly Barclay and Manoil; in fact, their products form the entire battleground scene. The units in the third photograph are all Barclay, except for the large tractor and truck that are molded of rubber.

"Playthings"  
F. W. Woolworth & Co.

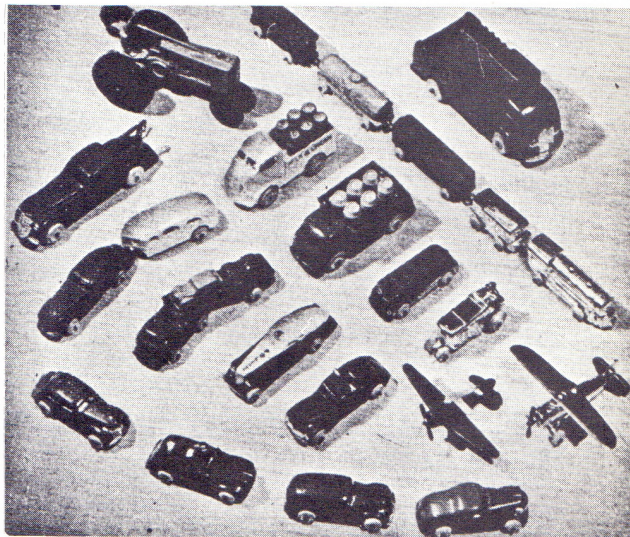
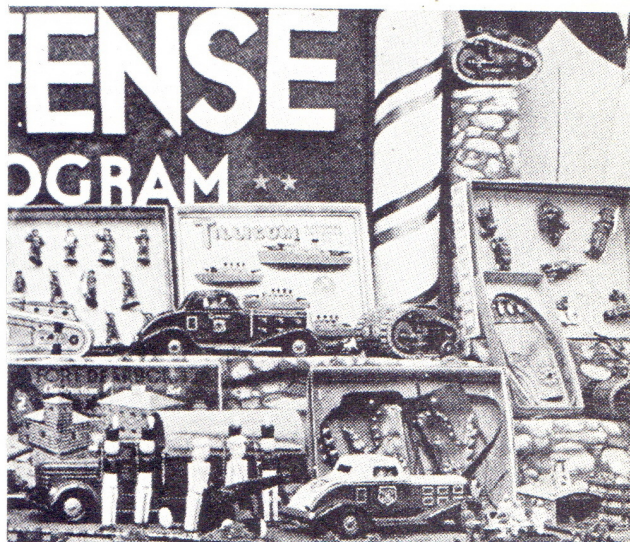






Fig. 128. A. J. Koveleski of Hudson Miniatures, the man most responsible for the present-day model automobile building hobby as a result of the 3/4-inch-scale kits manufactured in the late 1940's and early 1950's. Also pictured is a 1952 stock advertising mat emphasizing the model car collecting theme.

*"Craft, Model and Hobby Industry"*

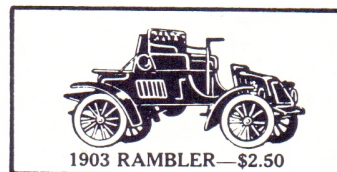
pouring of popularity represented not only a current interest in itself but contained many elements of long-pent-up and slowly maturing interest that had been building since well before the war. The racing of model cars powered by miniature internal-combustion reciprocating engines, which aroused great interest in the late 1940's both in America and in Great Britain and then suddenly suffered a most substantial falling off, must be considered a part of this overall model-automobile enthusiasm, even though it was essentially apart from the newly developed theme of building and collecting static model automobiles. While internal-combustion-engine model-car racing had had a considerable following prior to the war, the hobby of building and collecting static model cars was for the most part a postwar development. As a matter of fact, however, there were a number of signs of interest manifested even before conclusion of the war.

At the time, perhaps, especially in the United States, these signs were not generally regarded as a portent of great things to come. Dur-

ing and immediately after the war it seemed natural enough that a number of hobbyists would be interested in building models of military vehicles such as tanks and the newly famed Jeep general-purpose vehicle.\* As far as Great Britain is con-

\* Considerable controversy and litigation developed over both the origin of the name Jeep and the right to its ownership as a trade name applied to motor vehicles. The word Jeep appears to have originated as the name of a character in the "Thimble Theatre Starring Popeye" comic strip well before the war. When the first prototype of the vehicle was developed by the American Bantam Car Company of Butler, Pennsylvania, it was officially designated a GP, or General Purpose, vehicle in United States Army nomenclature. Popular usage among the soldiers quickly transferred "GP" to "Jeep." Following the war there was a suit to determine who owned the by then valuable name as applied to automobiles: American Bantam, who had created the design but whose production facilities had proven woefully inadequate even to begin to approach the demand; Willys-Overland, who had then become the first large prime contractor; or Ford, who also had manufactured the car in quantity during the war. The matter was adjudicated in favor of Willys as having been the first of the three actually to have used the name Jeep.

## Collector's Item!



You'll be proud to add this authentic 1903 Rambler model to your collection. All wood parts pre-cut and finished with greatest realism and accuracy . . . And so very easy to assemble.

### HUDSON MINIATURES

COMPLETE KIT

1903 Rambler

**\$250**

OTHERS \$1.95 to \$3.95



**DEALER'S  
NAME  
AND  
ADDRESS**

**MAT NUMBER U-2**



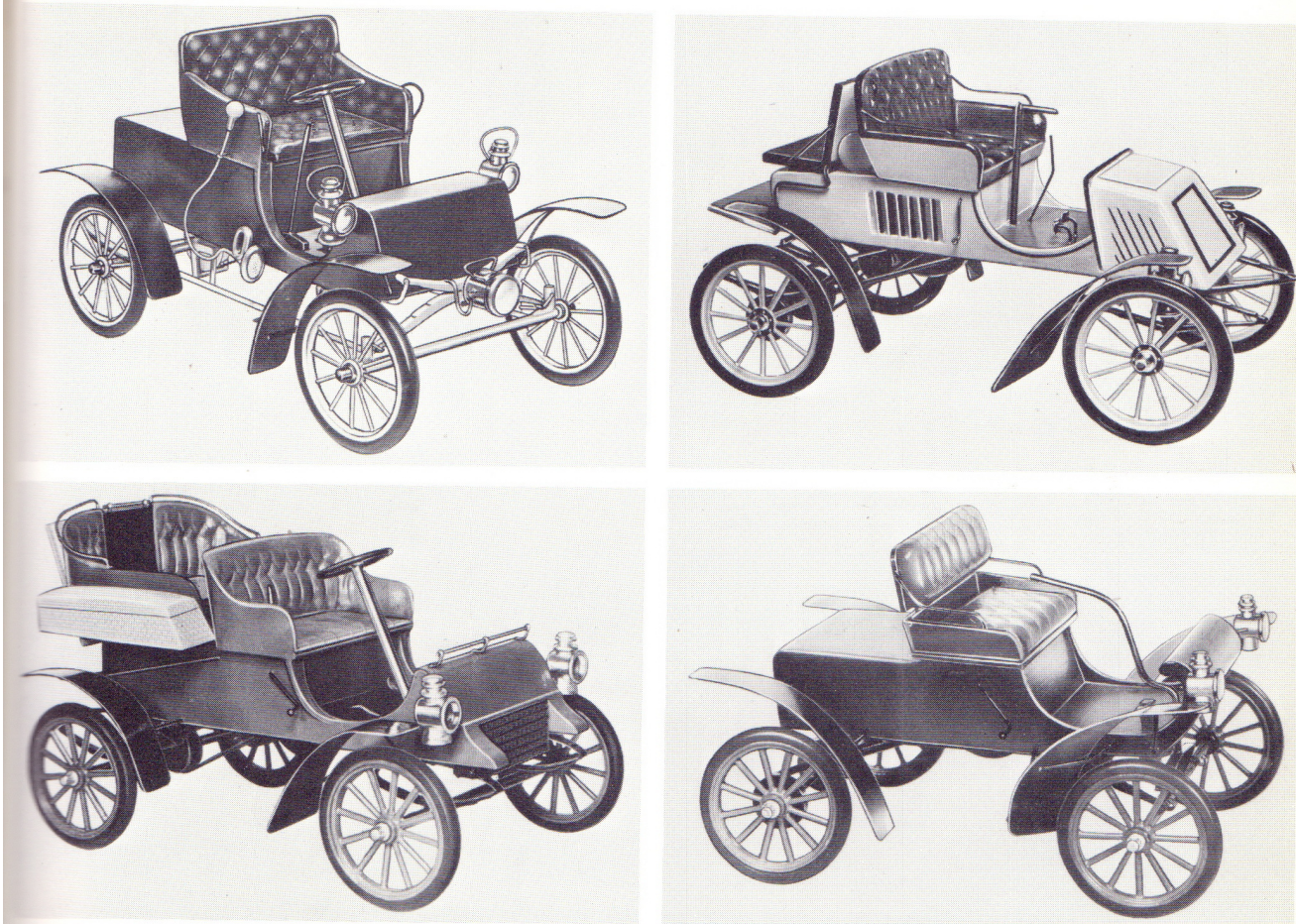


Fig. 129. A group of 3/4-inch-scale models built from Hudson Miniatures kits. In this and the following two figures the models are arranged chronologically according to the age of their prototype, rather than in the sequence in which these kits of largely wood components were introduced by Hudson. The cars are the 1900 Packard, 1903 Rambler, 1903 Ford Model A, and 1904 Oldsmobile.

*Polk's Model Craft Hobbies, Inc.*

cerned, the interest not only in military vehicles but in racing cars as well can be dated to before the actual end of the war. Charles Woodland, a noted British model-car authority and hobbyist whose personal activity in model-automobile building dates back to the early 1930's, notes that not only can the real interest in the hobby in Great Britain be dated to 1945 "but almost to the month of May, Victory in Europe." At that time the first known book on model automobiles was published in England, *Model Race Cars* by D. A. Russell and D. B. M. Wright. The subject of its title was to be of primary interest among British model builders and model-car collectors for some time to come.

On the other hand, the first widespread commercialization of model-car kits occurred in

the United States when some kits, being made of wood and other noncritical materials, came on the market prior to the actual ending of the war. By the end of 1945 there were approximately a dozen American manufacturers making such kits, mainly of military vehicles but including at least two racing cars, in 1/4-inch, 3/4-inch, 1-inch, and 1 1/2-inch scales.\* Among these were at least six

\*It is possible there still are additions to be made to the following list of wooden kits that were on the market by the end of 1945: All-Star, Jeep; Austin Craft, 1 1/2- and 2 1/2-ton trucks, Jeep; Cavacraft, bulldozer, amphibious truck; Megow, Jeep, Sherman tank, and two different racing cars; Mod-Ac, half-track, scout car, amphibious Jeep (also four-wheel army searchlight); Ready Cut, station wagon, 1 1/2-ton truck, Jeep, amphibious Jeep, trailer for truck or Jeep (also antitank gun); Rogers, Sherman tank, Weasel amphibious tank;



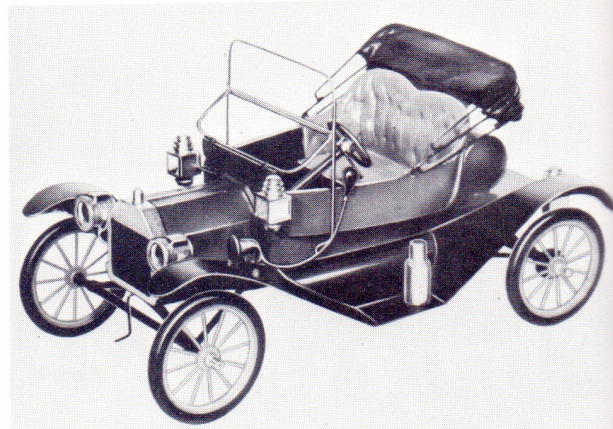
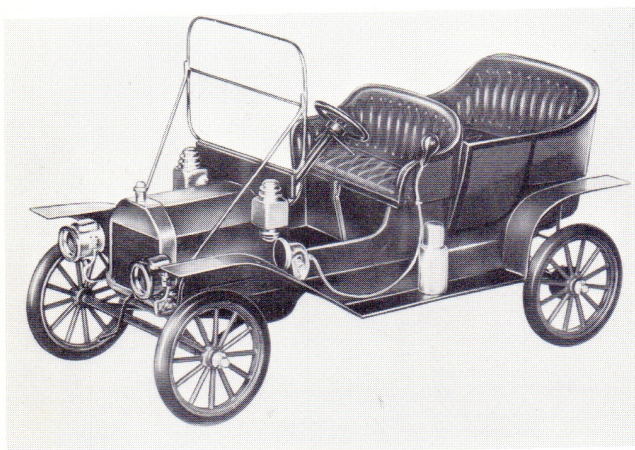
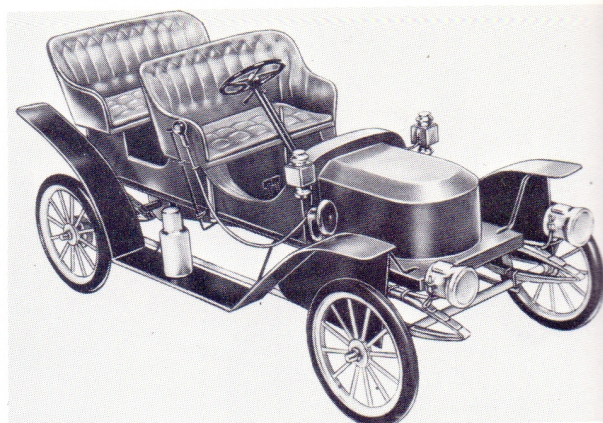
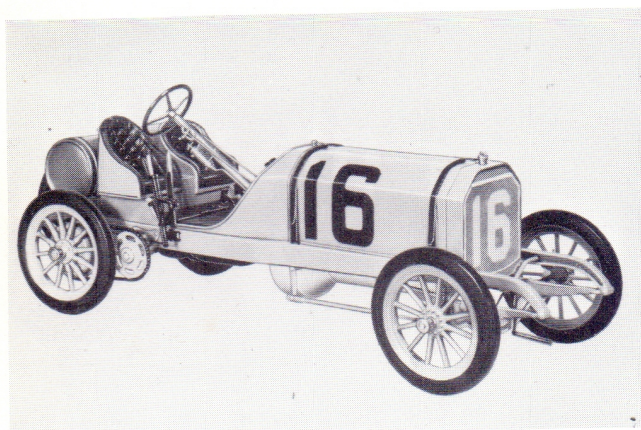


Fig. 130. Four more 3/4-inch-scale model cars built from the famous Hudson Miniatures kits of the late 1940's and early 1950's. In the earlier kits the wheels and small parts were die castings. Later molded plastic was employed for these components. The models illustrated here are the 1906 Locomobile, 1909 Stanley Steamer and Ford Model T touring car, and 1910 Ford Model T roadster.

*Polk's Model Craft Hobbies, Inc.*

kits for Jeeps, three for amphibious Jeeps, and three for Sherman tanks.

Most of these kits were in production for only a comparatively short time, although a very few carried over into the early 1950's. The demand for most of these miniature vehicles obviously was a result of the war. It is generally acknowledged that in the United States the first really substan-

Star, amphibious truck; Ting, Willett truck; West Craft, Jeep (a sort of superkit, and sometimes designated the Super Jeep—there were over 100 parts furnished to build this 1-inch scale model); Western, 1 1/2-ton truck, Jeep with antitank gun, Sherman tank. In addition there were the following additional kits whose manufacture or manufacturers have not yet been identified: Jeep, amphibious Jeep, and amphibious truck.

Ting is included in this list although to date the writer has been unable to ascertain anything further concerning this make through inquiries both in the United States and in Great Britain. Their Willett truck kit has been found so far cataloged only by an American jobber, but it seems most likely it was of British manufacture.

tial trend of interest and enthusiasm and the main point of departure for the modern hobby of building model automobiles was in the area of models of old cars. This in turn had much to do with prompting the modern enthusiast to collect both models of old cars and old model cars. The first of the 3/4-inch-scale "Old Timer" kits manufactured by Hudson Miniatures of Scranton, Pennsylvania, appeared in 1947 and became literally an overnight sensation in the toy and model trade. These were kits incorporating primarily wooden components. In the initial kits of the series the wheels and small fittings were made of die-cast metal, but molded plastic was employed for these parts in the later output. As additional kits were introduced gradually over five seasons, not all the kits were made or can exist today in two distinct versions according to which material was used for the wheels and small parts, the later models having been produced only with plastic



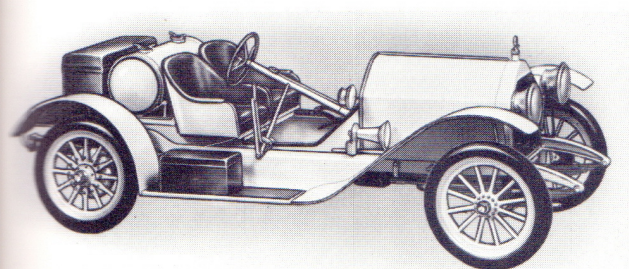
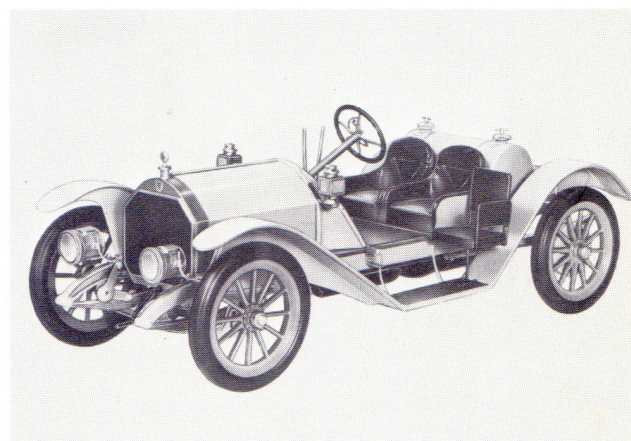
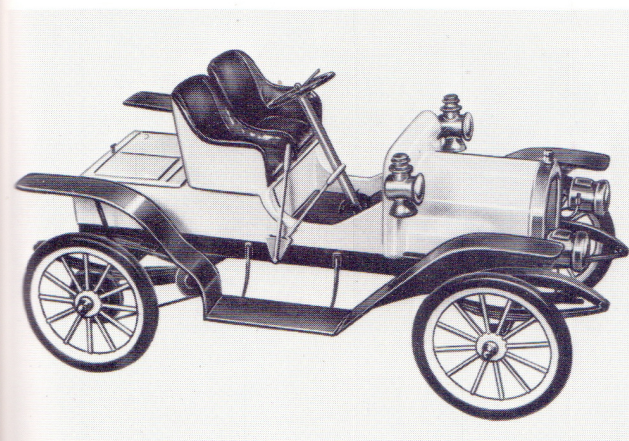
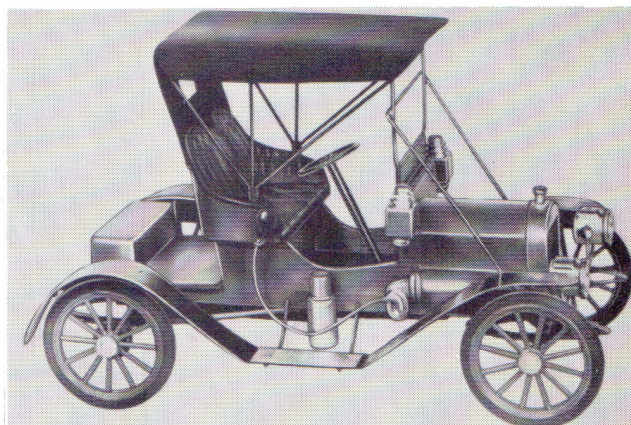
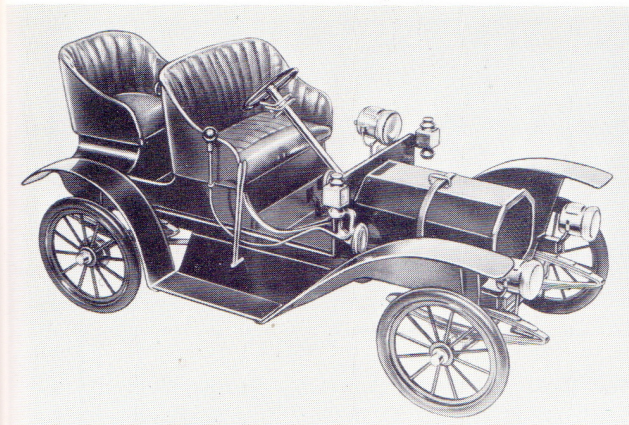


Fig. 131. Another representative group of 3/4-inch-scale wooden models constructed from the famous "Old Timers" kits manufactured by Hudson Miniatures in the late 1940's and early 1950's. The five models pictured here are the 1910 International, 1911 Maxwell and Buick "Bug," 1913 Mercer, and 1914 Stutz.

*Polk's Model Craft Hobbies, Inc.*

wheels and small accouterments.\*

Both the kits themselves and completed models built up therefrom now are avidly collected, the kits being sought intact as collectors' items in their own right. It would, indeed, be a hardy soul who, securing a Hudson Miniatures wooden kit today, would have the temerity to build it up into a completed model car instead of keeping it intact as a historical model kit. The actual production of these wooden kits halted in

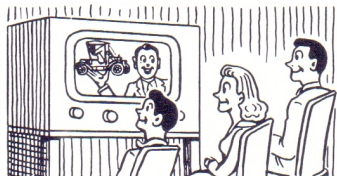
\* Reference is made here only to the original Hudson Miniatures "Old Timer" kits with wooden parts. Aurora Plastics, Inc., somewhat later purchased the rights to the name and designs, and currently manufactures several of the same models in completely plastic form under the name "Old Timers."

1953 in the face of the by then rather wide availability of much lower-priced kits of molded plastic parts for both antique and current-type model automobiles produced by other manufacturers. While the sale of these wooden kits, which in the late 1940's had universally been considered one of the most sensationally successful lines of all time in the hobby trade, did fall off greatly in the face of the competition of kits of plastic parts, it would be far from correct to assert that the latter suddenly killed the demand for the wooden "Old Timers." The many enthusiasts who still sought them could be supplied from a very sizable remaining stock. What did write *finis* to the Hudson Miniature "Old Timer" kits was a disastrous



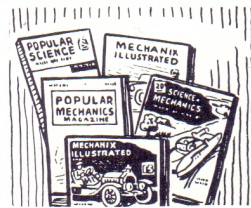


50 NATIONAL MAGAZINES carried the "Old Timer" message to 25 million readers throughout the year!



#### TELEVISION SHOWS

featured "Old Timers" before audiences of 25 million viewers on coast-to-coast networks! Recently seen on James Melton's "Ford Festival" and on Sheriff Bob Dixon's Show!



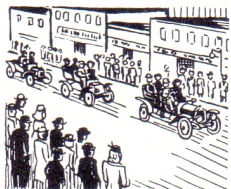
#### MAGAZINE STORIES

on old-time autos appeared in nearly every national magazine! Color cover story on the 1914 Stutz Bearcat in Mechanix Illustrated; also the 1903 Model A Ford article in Science and Mechanics.

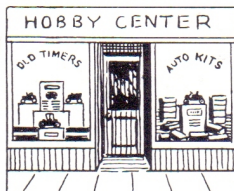


#### RADIO PROGRAMS

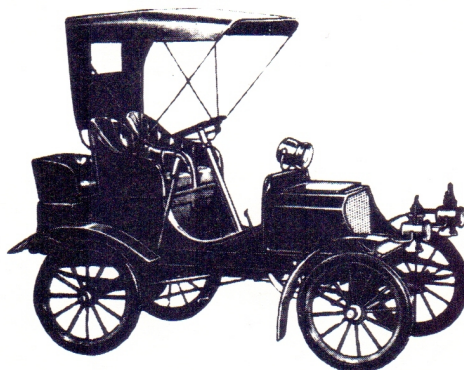
continued to feature scripts and comedy situations built around the old-time autos. The Maxwell continues to head the list on the top-ranking network show!



**OLD-TIME AUTO MEETS** and Hill Climbs were held in many sections of the country and kept antique autos at high pitch throughout the year!



**WINDOW DISPLAY CONTEST** on "Old Timers" among hobby dealers created further interest in the Science and Mechanics tie-in story on the 1903 Model "A" Ford.



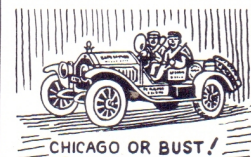
## What A Year Our "OLD TIMERS" Chalked Up in 1951!

BRIEFLY on this page we've outlined a review of the 1951 promotions, advertising and publicity that have made "Old Timers" the most talked-about hobby in the industry! Everywhere you looked — on television, in magazine ads and in feature stories — you saw them publicized from coast-to-coast! In 1951 — more than ever before "Old Timers" reached into the hearts of millions of hobbyists — youngsters and oldsters — from the age of 9 to 90 — and won their enthusiastic interest!

AS WE GO in to the Annual M.I.A. Trade Show in Chicago, we are getting ready to announce exciting new models to expand our line from the 16 antique auto kit models in our collection! Above we show the 1902 Air-Cooled Franklin that lists at \$2.50. The other 15 models retail at \$1.95 to \$3.95.

SO FOR THIS YEAR in the hobby industry look to "Old Timers" for bigger and better promotions! We assure you that we will be in there "pitching for you in '52!"

VISIT US at Booths 37 and 38  
At The M.I.A. TRADE SHOW  
Morrison Hotel, Chicago



#### CHICAGO OR BUST!

#### STUTZ BEARCAT TOUR.

"Chicago or Bust" created hobby interest en route to Chicago at the World Hobby Exposition.



#### NEWSPAPER PUBLICITY

by the reams appeared throughout the country as old-time autos were featured in Anniversary celebrations, Glidden Tours, etc.



**DEALER HELP MATERIAL** was furnished free! These included colorful Window Streamers for Father's Day, Model "A" Ford, Christmas, etc. Newspaper mats in two sizes as well as color folders and brochures were furnished to hobby stores free!

h m

HUDSON MINIATURES

OLD TIMERS

"Originators of Antique Autos in Miniature"

SCRANTON HOBBY CENTER — DEPT. 10, 315 Adams Ave., Scranton 10, Pa.

Fig. 132. The 3/4-inch-scale "Old Timers" kits were the subject not only of an extensive magazine advertising campaign but of many forceful special promotions as indicated in the sketches around this 1952 trade advertisement. The model pictured in the center of the ad is the 1902 Franklin.

"Craft, Model and Hobby Industry"



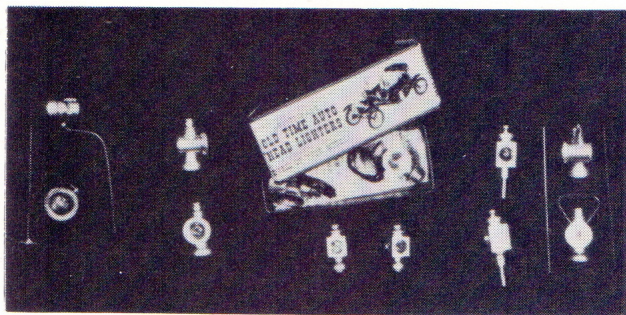


Fig. 133. During the great years of the real Ford Model T, numerous manufacturers made accessories and extra equipment items for Ford owners. Somewhat similarly, in the heyday of the Hudson Miniatures, Aristo-Craft offered these battery-powered brass lamps for cars built from Hudson kits.

*Aristo-Craft Distinctive Miniatures*

fire that destroyed the entire warehouse stock in 1958, with the result that once readily obtainable merchandise immediately became scarce and much sought-after collectibles.

In all, there were twenty different 3/4-inch-scale Hudson Miniature "Old Timer" wooden kits produced. The complete list follows, no catalog numbers ever having been assigned to any of the kits by the manufacturer, and the order of the list is not that in which the kits were introduced but follows the rotation on the last Hudson Miniatures order form (the first kit was the 1911 Maxwell and the twentieth and last model brought out was the Ford Model-T fire engine): 1904 Stevens Duryea, 1904 Oldsmobile, 1911 Maxwell, 1903 Ford Model A, 1900 Packard, 1911 Buick Bug, 1903 Rambler, 1903 Cadillac, 1910 Ford Model T (roadster), 1902 Franklin, 1906 Columbia electric, 1914 Ford Model-T fire engine, 1909 Stanley steamer, 1910 International Harvester, 1909 Ford Model T (touring car), 1911 Brush delivery truck, 1914 Stutz Bearcat, 1913 Mercer Raceabout, 1906 "Old 16" Locomobile, and 1914 Regal underslung.\* In addition, four 3/8-inch-

scale kits of plastic parts were introduced in 1951 and 1952 by Hudson Miniatures. Designated "Little Old Timers," they duplicated the prototypes of four of the 3/4-inch-scale wooden kits: 1904 Oldsmobile, 1911 Maxwell, 1913 Mercer Raceabout, and 1914 Regal underslung.† An additional series of four 3/8-inch plastic models was announced by Hudson Miniatures in 1953 but never put into production.

There appears no inclination even on the part of the most iconoclastic members of the model-hobby fraternity to dispute the fact that it was the Hudson Miniatures 3/4-inch scale "Old Timers" kits that really were responsible for the great boom and enthusiasm in model-automobile building, or that the entire model-automobile hobby and kit industry of today owes a tremendous debt to Hudson Miniatures and the pioneering and promotion of its proprietors, A. J. (Tony) Koveleski and Doris Hudson. It is interesting to note that Mr. Koveleski himself was—and is—a most zealous collector of both real old automobiles and of old model cars. A completely outgoing personality, he put a promotive effort behind the "Old Timers" kits of a fervor and compass never previously seen in the hobby business, including radio and television appearances, an enormous advertising campaign in some fifty national magazines, and, above all, his numerous personal appearances in one or another of his old automobiles, especially in his meticulously restored gleaming yellow 1914 Stutz Bearcat, probably the most famous antique automobile in America. Just one of his exploits, which garnered reams of publicity for model cars all along the way, was his famous "Chicago or Bust!" trip in the Stutz from Scranton to the World Hobby Exposition in Chicago in 1951. It is probably not too much to say that, apart from the role the Hudson Miniatures "Old

\* Following the success of the initial Hudson Miniature "Old Timers" kits, somewhat similar wooden kits were brought out by others, most prominently the Fador Manufacturing Company of Elmira, New York, who made the following seven 3/4-inch scale "Smallster" automobile kits, the first types appearing in 1949: 1904 Cadillac, 1905 White Model-F touring car, 1905 Reo four-passenger runabout, 1908 Baker electric, 1909 Hupmobile roadster, 1909 EMF 30 racer, and a 1909 EMF "three-in-one" kit that could optionally be built up either as a roadster, single rear seater (a type with a second seat for but one additional passenger), or a touring car. The Mod-Ac Manufacturing Company of Los Angeles, California, made kits for a 3/4-inch-scale 1902 Pierce and a 1/2-inch-scale replica of the 1877 Selden car, the scaling down being in relation to the full-sized Selden vehicle constructed on the 1877 design in the early 1900's. As accessory units primarily brought into being by the popularity of the Hudson Miniatures kits but suitable also for use on other makes, Aristo-Craft Distinctive Miniatures of Newark, New Jersey, brought out five types of brass head and sidelights fitted with miniature working bulbs for those who desired to add working lights to their display models of old-time automobiles.

† The molds for the four 3/8-inch-scale "Little Old Timers" kits subsequently were sold by Hudson Miniatures to Revell, Inc. Revell did not use these molds in the United States but sent them to England, where kits were produced from them.



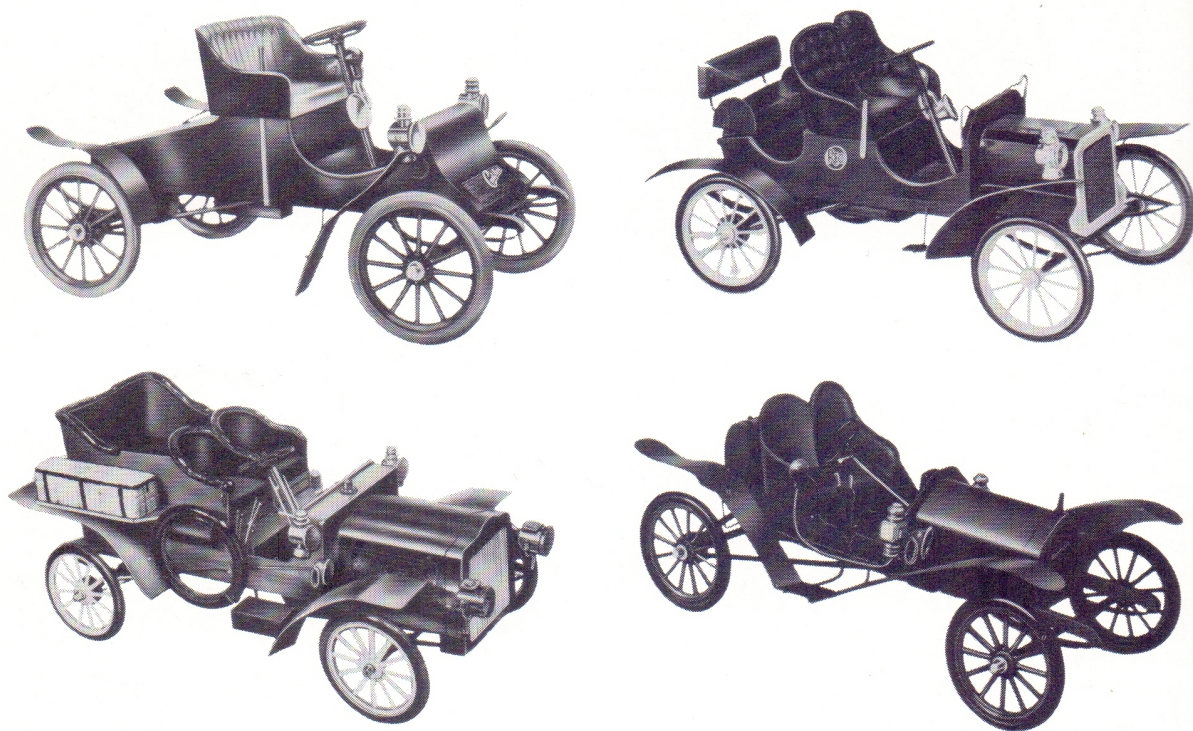


Fig. 134. Following the initial success of the Hudson Miniatures "Old Timers" 3/4-inch-scale wooden kits, several kits of a somewhat similar nature were produced by Fador. Pictured here are four of the Fador "Smallster" models, the 1904 Cadillac, 1905 Reo, 1905 White steamer, and 1909 Hupmobile.

*Polk's Model Craft Hobbies*

Timers" kits played in stimulating model-car building and collecting, they undoubtedly were one of the major factors in creating the widespread interest in real old automobiles and in automobile history in general that became increasingly notable in the late 1940's and 1950's.

The foregoing, however, has brought us well past World War II and into what most enthusiasts consider the modern, or current, era of model-car history and of the model-automobile-collecting hobby. Having thus circled back to this point, it is time to proceed with further information on the techniques and customs of the active side of model-car collecting as it is practiced today.\*

\* However, that the story of the kits of wooden parts made in the years immediately following World War II may be as complete as possible for collectors and enthusiasts interested in the subject, mention should be made here of the line of 1/2-inch-scale kits manufactured by Ace Products of Pasadena, California, in the late 1940's and early 1950's. These were models of contemporary cars, and the fully developed line consisted of seventeen numbers: No. 1R, pickup; No. 2R, jalopy; No. 3R "T" rod; No. 4R, dirt-track racer; No. 5R, midget

#### ARRANGEMENT, HOUSING, AND DISPLAY

The beginner collector invariably wants to be able to see all his model cars at any time the mood strikes him. This is understandable. But he is puzzled when he finds that many experienced collectors and owners of large collections rarely display more than a portion of their collections,

racer; No. 6R, midget racer; No. 7R, Jeepster; No. 8R, MG; No. 10R, deluxe midget racer (1-inch scale); No. 15R, convertible; No. 20R, hot rod; No. 25R, Jaguar; No. 30R, Corvette; No. 49R, club coupe (designed for optional use with a Supermite electric motor if desired, and could be built up either as a coupe or as a convertible); No. 146, roadster; No. 242, civilian Jeep, and No. 246, U.S. Army Jeep. (See Figs. 135 and 136.) In addition, in the early 1950's there was a line of 1/4-inch-scale kits of wooden parts manufactured by the Miniature Trucks Company of Benton Harbor, Michigan. One was a Mobilgas trailer tank truck, and there were at least six other kits, but information is not available as to whether some or all of these were distinctly different models or merely the trailer tank truck in other company names and colors. In all, there were well over seventy-five kits of wooden parts for building model automobiles and trucks manufactured in the United States between the end of World War II and 1953.