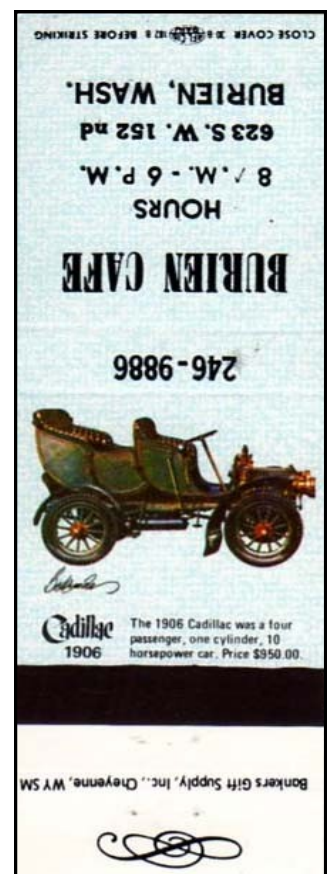


Antique Autos

by
Mike Prero

Henry Ford introduced the Model T on October 2, 1908, and today the Model T is probably the most famous of all the 'antique' cars. Americans have a unique love of cars, and antique cars are all the more sought after and appreciated. Thus, 'Antique Autos' has been an official category in the hobby for as long



as there have been antique auto covers.

You'll find them as both sets and singles, although the greatest variety and the nicest artwork is to be found in the sets, I believe. Most are drawings, ranging from not much more than basic outlines to detailed renderings so fine that they look like exact replicas, models, perhaps. Some are photos. They're all pretty attractive.

But what *is* an antique car? Narrower definitions vary based on how old a car must be to qualify. In the United States, an antique car is generally defined as a car over 25 years of age, this being the definition used by the Antique Automobile Club of America. The antique car era includes the Veteran era (prior to 1890), the Brass era (1890-1919), and the Vintage era (1920-1930), which range from the beginning of the automobile up to the 1930s. Later cars are often described as 'classic cars'.


The era of automobiles actually began in the U.S. when George Selden of Rochester, NY filed a patent on May 8, 1879, but the patent was not approved until November 5, 1895. This was the first U.S. patent for an automobile. By the time a patent was approved, many automobiles were already in production. Charles Duryea built a three-wheeled, gasoline powered vehicle in 1893, and his company built 13 cars of the same design in 1896. Gasoline automobiles were produced by Elwood Haynes in 1894, by Ransom Olds in 1895, Charles King and Henry Ford in 1896. Automobile races stirred the public interest and bicycle and buggy manufacturers began to convert to making automobiles. [http://en.wikipedia.org/wiki/Antique_car]



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CLEMENT TALBOT 1909

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MODEL T 1915

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STUTZ 1915

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AUSTIN 1913

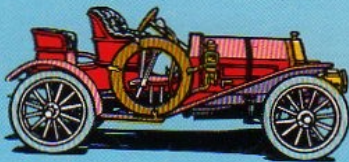
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1907 CRAIG-TOLEDO

©1977 OHIO MATCH COMPANY
WADSWORTH, OHIO U.S.A. 44281

3 Seater. A car of extra-ordinary excellence. Built in Toledo, O. at a price of \$4,000.

Craig Toledo
1907



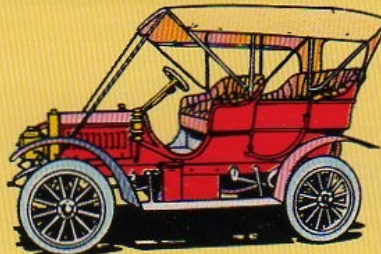
CLOSE COVER BEFORE STRIKING

1907 GALE

©1977 OHIO MATCH COMPANY
WADSWORTH, OHIO U.S.A. 44281

Built in Galesburg, Ill. Featured "beautiful lines, tiled body", 40 mph fully loaded. Had as many struts and braces as an early bi-plane. Sold for \$1250.

GALE
1907



CLOSE COVER BEFORE STRIKING

1906 FRANKLIN

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Lightweight at 1400 lbs. Featured a 4-cyl, air cooled engine. Saved about 200 lbs. without water cooling apparatus. Sold for \$1800.

FRANKLIN
1906



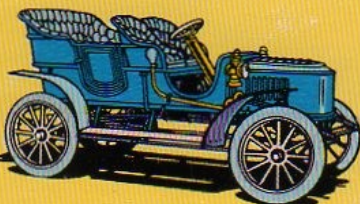
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1908 STANLEY STEAMER

©1977 OHIO MATCH COMPANY
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Touring car. A popular and powerful car. Its rounded hood was a distinguishing trademark for many years.

Stanley
1908

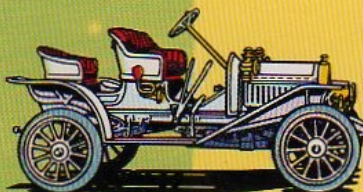


1908 BUICK

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Model 10. Includes a mother-in-law seat in the rear. This model won numerous road and stock-car races.

Buick
1908



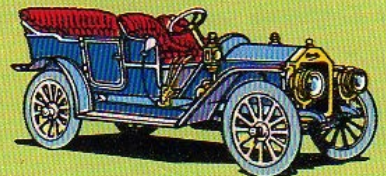
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1909 OAKLAND

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Four cyl., 40 hp, shaft drive. Built in Pontiac, Mich. Priced at \$1,600. In 1926 it became better known as the Pontiac.

Oakland
1909



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