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Dreamers foresaw a wide range of future and many attempted to capitalize on their vision. In the microcar world—a major focus of dreamers in those days—the failure rate was simply astonishing. They all failed. All, that is, except one small company; Midget Motors.

ABOUT THESE LITTLE CARS

Like many others, Claud Dray and Dale Orcutt incorrectly envisioned a big market for inexpensive cars. They had little money, no engineering or business degrees, no automotive experience and no factory. Smart, but rather ordinary guys. The partners set out to build vehicles in a small building in Athens, Ohio. Simple and reliable, the King Midget was the world's lowest priced car. And they, among all those who tried, succeeded. The only ones.

Dry's wife names their first primitive single-passenger car, "King Midget." A check for fifty bucks bought you a kit containing the parts hardest for a home builder to construct. The mail-order kits sold like hotcakes and the package soon grew more complete. A new factory replaced their temporary quarters. With more space, assembled cars were sold and a two-passenger model was introduced. After ten profitable years, a third model came along and kits were no longer offered.



To the right:
Claud Dray and
Dale Orcutt

Norma Dry Dupler

Pat Funk

The little cars were simple, reliable and sturdy. But the market wanted big flashy cars. Midget Motors stuck to the market niche it had created, building an average of one car per day and selling them by mail order. Wasting nothing, they improved the cars and made a profit every year.

When age and health forced retirement, the founders sold out and retired to enjoy the fruits of their labor and good management. A true American success story in the toughest market of them all. Of the 5,000 or so cars they built, more than a thousand remain. Highly collectible, they are said to be the most fun you can have on four wheels.



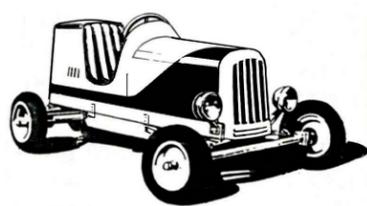
Above: These two men road tripped with the Midget I through most of the eastern U.S.

WHY ATHENS?

Midget Motors chose to located in Athens, Ohio in the days when American cars came from Detroit. As with everything else about their cars, Claud Dry and Dale Orcutt defied conventional wisdom. Though neither was native of Athens, that's where they chose to reside and that's where they built their business. And Athens proved "just right" for their requirements. A hard-working and loyal local workforce, affordable factory space, good sources of supply and a nice place to live. Further, it was nicely centered in the nation's population density for marketing and perhaps most important of all, free of the daunting bureaucracy that ultimately strangled Detroit.

KING MIDGET VEHICLES

1946
MODEL I



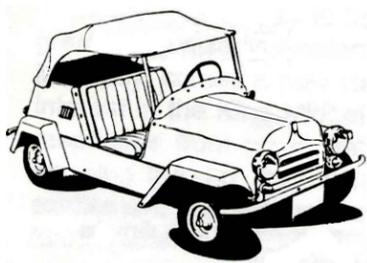
Built Years:
1946 - 1951

Sold As:
Mail order kits

Price:
\$50 - \$350

How Many Built:
500

1951
MODEL II



Built Years:
1951 - 1956

Sold As:
Mail order kits
Factory
assembled

Price:
\$500 - \$750

How Many Built:
1,500

1957
MODEL III



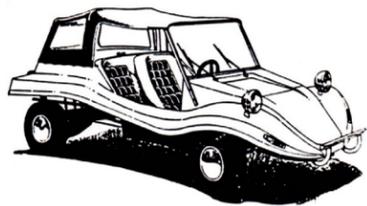
Built Years:
1957 - 1969

Sold As:
Factory
assembled

Price:
\$700 - \$1,000

How Many Built:
3,000

1969
COMMUTER



Built Years:

Sold As:

Price:

How Many Built:

THE KING MIDGET CLUB

The cover of the thousands of King Midget brochures touted "America's Number One Fun Car!" a true statement, and these days, there's a car club to match! In the burgeoning hobby of collectible cars, none is more fun than a King Midget. They have always been a hoot and the fun factor increases every year. Kings are among that least expensive antique automobiles and easiest to restore (nearly all parts are available).

Founded about two decades ago, the International King Midget Car Club is around 400 strong with three chapters. There's an annual Jamboree and several regional events, especially in Ohio and nearby states. It's really a people club and you don't have to own a King Midget to join, just be a King Midget enthusiast. You will receive three newsletters per year; Winter, Spring and Fall. Each is up to 40 pages filled with King Midget stories, technical hints and lots of photos! There are experts who can solve just about any King Midget problem and most members are happy to pitch in, help out and welcome newcomers.



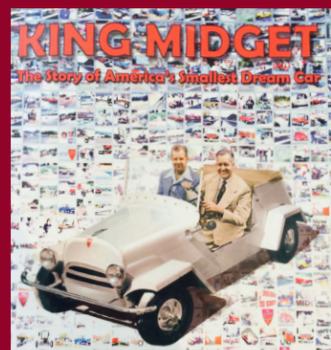
We hope you will join us in our adventures with America's Number One Fun Car! Support the heritage of these neat little cars and learn more about them through our newsletter, King Midget News. Dues are just \$15 per year, \$65 for five years. Visit our website to learn more.

BUY THE BOOK

King Midget, The Story of America's Smallest Dream Car
By: Bob Vahsholtz, editor of the Club's newsletter

The book provides the history of Midget Motors and its cars. All profits go to sustaining the King Midget heritage.

\$22 plus \$7 shipping.
Send a check to:
King Midgets West,
866 Pine View Drive,
Arroyo Grande, CA 934420.
Pay by PayPal at:
www.kingmidgetswest.com.



FOR MORE INFORMATION

The website has the history of the cars, photos and summaries of the King Midget Jamborees, schedules of upcoming events, King Midgets for sale and wanted, parts source and much more.

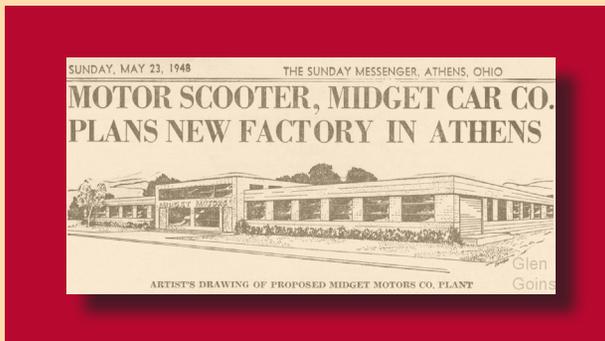
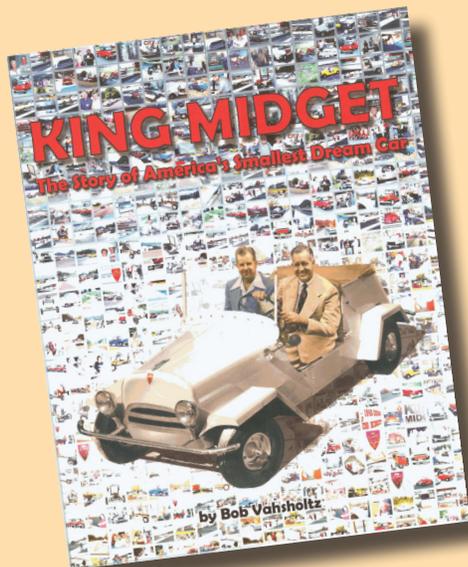
www.kingmidgetcarclub.org
kingmidgetswest@gmail.com
Alden Library Archives at Ohio University

Visit our website

If you want to learn more about these fascinating cars, check our website, www.kingmidgetcarclub.org. There you'll find history of the cars, photos and summaries of the King Midget Jamborees held over the past two decades, schedules of upcoming events, King Midgets for sale and wanted, parts sources, and much more.

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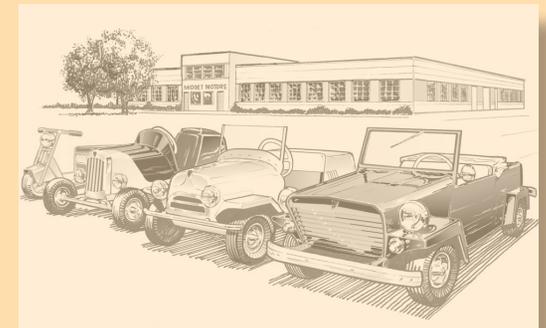
The history of Midget Motors and its cars is recorded in *King Midget, The Story of America's Smallest Dream Car*, by Bob Vahsholtz, editor of the Club's newsletter. All profits go to sustaining the King Midget heritage. \$22 plus \$6 shipping. Send check to King Midgets West, 866 Pine View Drive, Arroyo Grande, CA 93420 kingmidgetswest@yahoo.com.



Why Athens?

Midget Motors chose to locate in Athens, Ohio in the days when American cars came from Detroit. Yes, MoTown had plants all over the country, but the men (and nearly all were men) who made the auto industry tick along so well resided in Detroit and thereabouts.

As with everything else about their cars, Claud Dry and Dale Orcutt defied conventional wisdom. Though neither was native of Athens, that's where they chose to reside and that's where they built their business. And Athens proved "just right" for their requirements. A hard-working and loyal local workforce, affordable factory space, good sources of supply, and a nice place to live. Further, it was nicely centered in the nation's population density for marketing and perhaps most important of all, free of the daunting bureaucracy that ultimately strangled Detroit.



King Midget Super-Cycle, Model 1, Model 2 and Model 3 in front of the Athens factory

King Midget

What's With These Little Cars?

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These guys road tripped with the Model 1 through much of the eastern US

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A young Claud Dry and Dale Orcutt