

MODEL A FORD HALL OF FAME



Model A Museum
Gilmore Car Museum Campus
Hickory Corners, Michigan



Welcome to the Model A Ford Hall of Fame



The Hall of Fame exists to recognize the people who developed, produced, sold and maintained the Model A Ford vehicles. It also recognizes the many people who developed supporting and derivative tools, accessories and machinery; authored and published articles, magazines and books; and organized and led national organizations devoted to the Model A Ford.

The Hall of Fame is located inside the Model A Ford Museum. It is an evolving element within the museum and is expected to grow in size and importance with each new induction ceremony.

FIRST INDUCTEE



Henry Ford

Inducted 2014

HENRY FORD

Nominating Narrative

Nearly Five Million Model A Fords were produced between 1927 and 1932 by the Ford Motor Company. The father of the company, the man with the concept and the drive, was Henry Ford.

Born on July 30, 1863 in Dearborn during the Civil War. He grew up with an interest in mechanical things as a farm boy and as an electric power plant operator for the Edison Electric Company in Detroit. He built a one cylinder engine, running it over the kitchen sink with his wife, Clara Bryant Ford, acting as the carburetor with a eye-dropper filled with gasoline. He built an early race car that beat the premier racer of the day. Three times he organized a company to manufacture automobiles for sale.

Twice the companies failed, but on the third try he sold his first car just as the company was running out of money. An example of that first car, an original 1903 Model A, sits in the museum near Model A Number One, which was built two dozen years later. In between, Henry Ford changed the world.

Henry Ford quickly made improvements to the original 1903 Model A. By 1908 he had worked his way through the "model alphabet" to the Model T which was introduced in 1908. In the next 19 years, fifteen million Model T Fords were put on the road, putting America on wheels. At one point half the cars on the road in America were Model T Fords.

Henry Ford adapted Assembly Line technology to the automobile manufacturing process. This improved the output, improved the quality of the end product and lowered the sales price. He shared the profits with his workers, introducing the \$5 per day standard when others were paying half that amount. Workers stayed on the job as a result, and quality and outflow improved even more while the workers enjoyed a better life.

HENRY FORD

Nominating Narrative (cont.)

Slowly, Henry Ford realized the need for a replacement for the Model T Ford. His son and his staff urged him to keep up with trends in the auto industry. Finally, on May 26, 1927 Ford announced the end of the Model T production and the intention to build a replacement car, a New Ford.

That New Ford car turned out to be named the Model A Ford. It was superior to the Model T and demand was great. By 1929 Ford had regained the top position in car sales. The versatility and durability of the Model A Ford design is proven by the many body styles and functions performed by that single design; by the number of the cars that are still on the road today; and by the number of people who own and enjoy them, like all of you in the audience today.

Henry Ford passed away on April 7, 1947 at the age of 83.

The millions of cars produced in his factories are testimony to his genius as an automotive engineer and industrial manager. This can be seen both in the Model A Museum, and in the displays of our new neighbor, the Lincoln Motor Car Museum across the street.

SECOND INDUCTEE



Edsel Ford

Inducted 2014

EDSEL FORD

Nominating Narrative.

Edsel Bryant Ford was born on November 6, 1893, the only child of Henry and Clara Bryant Ford. During his early childhood, Edsel and his father worked side by side on cars, and as a young boy he rode alongside his father in the first car built by Henry Ford. In addition to the mechanical aspects, Edsel Ford showed an interest in the styling of automobiles., and a fascination with airplanes.

Edsel Ford was 25 years old when he became President of Ford Motor Company in 1919, and he held that position until his death in 1943. During his time as President, the Ford Motor Company purchased the Lincoln Motor Company. With the purchase of Lincoln, Edsel was able to apply his styling talent to improve the Lincoln styling.

As Ford's market share began to slip in the 1920s, Edsel advocated the introduction of a more modern automobile to replace the Model T but initially this was not approved by Henry Ford who retained final authority in the company. Further dwindling sales finally made introduction of a new model inevitable, and the cessation of Model T production in May 1927 began the redesign process.

During the design of the Model A in 1927, Edsel was involved in the styling of the new car, taking many design cues from the Lincoln. During the design, Henry Ford tended to concentrate on the mechanical quality and reliability. Edsel convinced his father to include four-wheel mechanical brakes and a sliding-gear transmission in the New Ford, two of the most significant mechanical improvements of the Model A over the Model T. The resulting stylish Model A was a commercial success, selling nearly five million during four years of production.

EDSEL FORD

Nominating Narrative (cont.)

Edsel was also interested in aviation and art. In 1924, under Edsel's leadership, the Ford Motor Company purchased the Stout Metal Aircraft Company and began producing the famous Ford Tri-Motor plane.

In addition, Edsel Ford and his wife were significant art benefactors in Detroit history. As President of the Detroit Arts Commission, Edsel commissioned the famous Diego Rivera *Detroit Industry* mural in the Detroit Institute of Arts.

Edsel Ford's greatest contribution to the automotive industry was his ability to combine the artistry of design with the functional requirements of mass production, a talent that is most evident in the Model A Ford.

Sadly Edsel Ford suffered from stomach cancer and undulant fever and he passed away in Detroit on May 26, 1943. The Model A Ford and many other achievements, stand as his legacy to the automotive world.