

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.

7TH INDUCTEE



CLARENCE W. AVERY

Inducted 2016

CLARENCE W. AVERY

Nominating Narrative

Clarence Avery was a talented engineer, a problem-solver, a key Ford employee and, later, a valued Model A Ford coach builder for the Ford Motor Company.

After graduating from high school, Avery continued his education at the Ferris Institute (now Ferris State University) and at the University of Michigan. He became the head of Manual Training at the Battle Creek public school system and, later, principal at the Michigan Manual Training School.

In 1907, he became Head of Manual Training at the Detroit University School, where one of his students was a teenage Edsel Ford. Edsel was impressed with Avery's mechanical ingenuity and, after a casual mention by Avery of an interest in the automotive industry, introduced him to his father, Henry Ford. The elder Ford hired Avery as Charles E. Sorensen's assistant in the Highland Park plant and he was put through an extensive eight-month training program, learning the Ford system.

His first major project was the establishment of the Ford moving assembly line at the plant. Here, along with Sorensen, he worked with many top Ford men including C. Harold Wills, Peter E. Martin and Charles Ebender. While no single individual can be given the credit for the development of the moving assembly line, it is generally acknowledged that Avery was the guiding light on the project. As a result, he became Ford's time study expert.

CLARENCE W. AVERY

Nominating Narrative (cont.)

By the end of 1913, the project had reduced the assembly time for a Model T from 12.5 man-hours to 2.7 man-hours. Later improvements reduced that time to only 1.5 man-hours. During his career, He worked on a wide variety of engineering projects and, for example, devised a way to increase the clarity of windshield glass by pouring molten glass onto a moving table.

Avery earned the well-deserved reputation as a problem-solver and was promoted to Ford's Chief Development Engineer. He continued to work on the assembly line operations, designing sub-assemblies leading to the final assembly process.

In 1920, Avery was put in charge of Ford's iron and lumber operations in Northern Michigan. In 1922 Ford purchased Lincoln and Avery worked closely with Edsel Ford to "Fordize" the Lincoln design and manufacturing process.

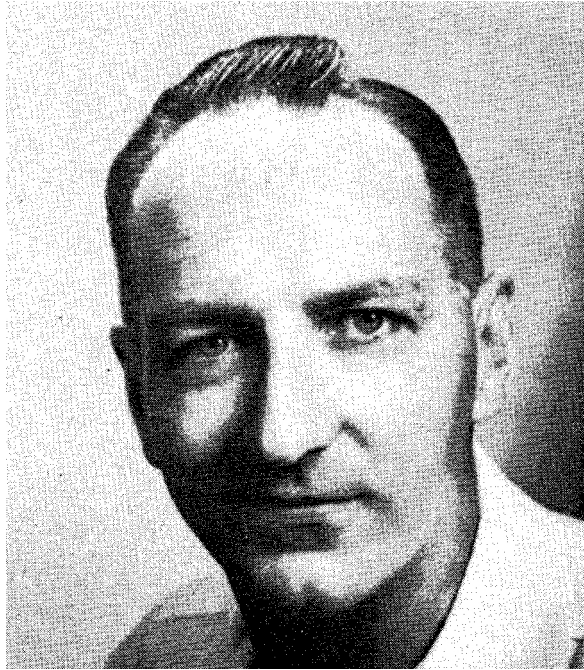
In 1927, the financially struggling Murray Auto Body Company was re-organized into the Murray Corporation of America. Anticipating a potentially large contract from Ford (who was then re-tooling for the production of the new Model A), then-president William R. Wilson approached Avery with the offer to be the Chief Engineer for the firm. Sensing the excellent opportunity, Avery resigned from Ford to join Murray and, within a year, was the President of the firm and Chairman of the Board of Directors. The Murray company supplied Ford with special bodies for the Model A Ford, as well as custom bodies for Lincoln cars. In addition, Murray also built special bodies for other manufacturers – including Chrysler, Hupmobile, Reo, Dodge, Peerless, Packard, Hudson and Essex.

CLARENCE W. AVERY

Nominating Narrative (cont.)

Avery stayed as the head of Murray for the rest of his life. He gave up his position as President in 1948 but continued as its Chairman until his death in 1949. He was inducted into the Automotive Hall of Fame in 1990 for his key contributions in creating the moving automobile assembly line.

8TH INDUCTEE



WILLIAM E. HALL

Inducted 2016

WILLIAM E. HALL

Nominating Narrative

William E. (Bill) Hall was the founder and first President of the Model A Restorers Club (MARC). He founded the first national club for those involved in the Model A Ford hobby and saw it through the many growing pains associated with the first six years of its growth.

Hall was born in 1917 and passed away in 2002. He was a disabled Army veteran of World War II and was employed by the Department of Public Works in Connecticut. He was also active in the antique toy hobby and established the Cavalcade of Toys, a collector's association for antique toy collectors. In addition, he was an active instructor in the West Hartford, Connecticut Adult Education Program.

Hall, who initially lived in West Hartford, Connecticut, was a Model A Ford owner who observed that many local antique car shows during the early 1950's seemed to not recognize Model A Fords as valuable antique automobiles. Accordingly, he decided to form a local group of area Model A owners to pay tribute to the Model A. In late 1952, a small group of Model A owners met at Hall's home to form the Model A Restorers Club.

Due to his initial efforts, this small group of Model A enthusiasts began to expand and attend regular monthly meetings. As the founder, Hall wrote, typed, mimeographed and distributed a monthly newsletter, the *MARC News*, to later become *The Model A News*. The early years of the club were devoted to the design of a club emblem (created by Hayden Shepley), preparing a constitution and by-laws and setting the general objectives of the organization. In the Fall of 1953, the first New England Regional MARC Meet was held.

WILLIAM E. HALL

Nominating Narrative (cont.)

While President, Hall saw the growth of the club expand from the initial 37 individuals to over 300 MARC members – and the representation of all 48 states, Canada, France, England and Korea. With club membership exceeding 600 in 1955, plans were created to also have geographical sub-group regions of the national club.

In 1955, the Ford Motor Company hosted a meet in conjunction with the new MARC organization. Concurrently, plans were launched to develop a set of national restoration standards for judging Model A Fords at future meets. Subsequent national meets were held in Dearborn in 1957 and 1959. A technical committee was established in 1959 and the first Model A restoration judging standards were published in 1960.

In August 1957, Hall moved to Glendale, California, taking along the national headquarters of MARC with him. A subsequent move to Zanesville, Ohio in 1958 was made before the MARC offices finally settled in Dearborn, Michigan in 1962. By this time, the MARC membership count had grown to over 2,300. In 1960, Hall turned over the leadership of MARC to Ken Brewer, who, in turn, was followed by many different club leaders over the years as the international club membership grew to approximately 10,000 Model A enthusiasts.

MARC was the first nationwide club established specifically for Model A Fords and has been an important element in developing national uniformity of restoration standards for the Model A. The club has been instrumental in launching and sponsoring Model A events, restorations, historical and investigative writings and life-long, hobby-inspired friendships.

9TH INDUCTEE



ARTHUR A. MILLER

Inducted 2016

ARTHUR A. MILLER

Nominating Narrative

Art Miller was an accomplished author, the first President of the Model A Ford Club of America (MAFCA), and both the founder and first Editor of MAFCA's *The Restorer* magazine.

On December 4, 1955, a small group of Model A enthusiasts in Southern California formed a local chapter of the Model A Restorers Club organization, as the Model A Restorers Club of Southern California. The Chapter President of this new group, elected to serve beginning in 1956, was Art Miller. Initially, this new club did not have an official editor for their new bi-monthly magazine, *The Restorer*, first published in 1956. However, Miller, as the founder of the publication, was to assume this role and serve as the publication's Editor for the next three years. During this time he also served as Chairman of the club's Publications Committee. In his every-issue "Steering Column" articles, he kept all club members updated on the activities surrounding the events unfolding during these early growth years of the Model A Ford hobby.

In September of 1957, with a membership of 142, the club was reorganized as the Model A Ford Club of America (MAFCA) and, today, has grown to a membership of over 12,000 international Model A enthusiasts. Under this new club banner, Miller continued as the Editor of *The Restorer* until his retirement in February 1959.

ARTHUR A. MILLER

Nominating Narrative (cont.)

As the founding Editor of *The Restorer*, Miller had the confidence and drive to ensure that the publication was the best it could be. The first edition of *The Restorer*, the May-June 1956 issue, gave immediate promise of bigger and better things to come. (This edition and other early issues of the magazine have become so popular among Model A Ford enthusiasts that reprinted copies were produced and made available in 1972.)

The better-than-necessary quality he instilled into these early issues of *The Restorer* is what made it a national flagship publication for the hobby. Under his early leadership, covering over twenty-five magazine issues, he seldom missed contributing at least one article himself, whether with or without a by-line recognition.

For each of the early issues of this publication, Miller would write most of the copy himself and would proofread and re-type material sent to him. He needed to type all of the material at least twice to arrive at proper layout, spacing and even margins. In addition, he'd also type all the classified ads, layout the commercial ads, answer correspondence and handle the complete physical layout of the entire magazine – long before computers and publishing software aids were available to make these tasks more manageable.

ARTHUR A. MILLER

Nominating Narrative (cont.)

After his retirement as Editor and as the Features Editor for *The Restorer*, Miller supplied numerous historical and special-interest articles. The articles he authored covered a wide variety of topics and ranged, for example, from a “*Parts & Products*” column review of a new 1:24 scale model plastic Model A car kit to a comprehensive five-page article on the development and production of the Model A Ford Flying Quail radiator ornament. (This authoritative article was so popular it was later reprinted in the January-February 2009 issue of the magazine.)

10TH INDUCTEE



KIRKE R. WILSON

Inducted 2016

KIRKE R. WILSON

Nominating Narrative

Born in 1889, K. R. Wilson was a key supplier of Model A service tools to the Ford Motor Company. As a garage owner while a young man, he began to develop tools that made repair easier and faster for the Model T Ford and other cars. He realized there was a need for such tools so he slowly switched from repairing cars to making the tools to repair cars. The rise of the K. R. Wilson firm and its significance in America's automotive development history is a most unusual saga.

Initially, Wilson hired others to make his tools, but he eventually set up his own tool-making operation in Arcade, New York. During 1918, he designed the first "Service Tools" for Ford automobiles and also did servicing of cars at his garage in Buffalo, New York. He later, in 1920, opened a tool-making factory which included a machine shop and foundry. Here, he continued to invent, perfect and manufacture Ford service tools in increasing quantities, selling to Ford dealers through direct mail advertising and displays at auto shows.

In 1921, he developed the famed KRW Combination Machine that revolutionized the methods used then for rebuilding Ford engines. During the years 1925 and 1926, K. R. Wilson convinced the Ford Motor Company, and Henry Ford himself, on the concept of a complete service system for Ford's franchised garages and agencies located all over the world.

KIRKE R. WILSON

Nominating Narrative (cont.)

As an example of his drive and creativity, the story is told that Wilson received a wire from Ford in 1926 to report to Detroit for a consultation meeting. At the time, however, he was visiting a small town in Kansas and the train station there did not have a scheduled passenger train stop. Wilson, however, was determined to reach Detroit as soon as possible and, therefore, built a bonfire on the railroad tracks and, with the aid of a lantern, flagged down the passing Santa Fe passenger train. While the train conductor was quite angry over the delay and the many laws that Wilson had probably violated, he allowed him to board.

The next day he reached Dearborn, Michigan for his meeting with Henry Ford. During his visit with Ford, Wilson demonstrated, quite convincingly, what his specialized tools would do and the two men reached an agreement which united KRW tools with the vast Ford Empire.

With the introduction of the Model A Ford, Wilson designed a complete line of special tools for the maintenance and rebuilding of Ford components. These superior tools made it easier and faster to repair "The New Ford."

KIRKE R. WILSON

Nominating Narrative (cont.)

The K. R. Wilson firm stayed in close collaboration with the Ford Motor Company for a quarter of a century. During this time, Wilson produced hundreds of thousands of specialized tool items for every model of Ford and, later, Mercury and Lincoln automobiles. Over time, the K. R. Wilson firm expanded into other areas, including hydraulic presses, mechanical refrigeration systems, electrical generators and marine engine conversions. To this day, KRW tools are sought after by old car enthusiasts throughout the world.

Wilson died in 1948 at the age of 59 while on a business trip to Detroit. He is buried at Arcade, New York.