

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.

11TH INDUCTEE



Kenneth B. Brewer
Inducted 2017

Kenneth B. Brewer

Nominating Narrative

Ken Brewer, son of a Danish immigrant, was born in 1915 in Illinois. In the early 1960's he worked as the development manager for the Ben Franklin stores in Illinois. He and his wife Ruth, and their daughter Patricia, lived in Mt. Prospect, Illinois. During this time, Ken Brewer developed a strong interest in Model A Fords and later became one of the key individuals responsible for the formation and development of the Model A Restorer's Club (MARC) – both at the Region level in Illinois and at the national level.

In the early 1950's Brewer came down with an illness that kept him confined to a bed for nearly six weeks. To occupy his time he decided to build a toy Model A Ford from a scale model kit. This led to his building more model cars and then an interest in the full size versions. Before long he was on his way to becoming one of the key leaders in the growing Model A Ford hobby as he made his transition from model car builder to expert restorer of Model A Fords.

He purchased and restored several Model A's in Illinois and Iowa and taught himself the skills necessary to restore these cars. He owned two Model A 1931 Convertible Sedans – one of which was being used as a chicken coop before being rescued by Brewer. One of his Convertible Sedan was judged as the finest in its class at one of the initial MARC National Meets. He went on to win two national awards and over 30 regional prizes for his restoration work.

Kenneth B. Brewer

Nominating Narrative

Brewer and six other men started the local Chicago Area Region of MARC (now known as the Illinois Region) in 1958 and he held several leadership positions in this new club. In 1959 he was elected Vice President of the National Model A Restorers Club during a somewhat turbulent time in the club's existence. The national club headquarters had migrated from Connecticut to California to Ohio under founder Bill Hall, the club's first President. By 1960, when Brewer was elected as MARC's second President, it was time for stabilization and a permanent MARC headquarters' address. Under Brewer's leadership, MARC membership grew to over 2,300 and new rules and procedures were established. He served as president until early-1962 when he turned over the presidency of MARC to Edward Beeson. During 1962 the permanent MARC offices were established in Michigan, where they remain today. During this period of steadily increasing club membership and growing interest in the preservation of the Model A Ford the club's organizational identity and national scope were established and refined.

As part of the organizational changes under Brewer, the club instituted the policy of having correspondence from each of the 22 geographically-separated MARC Regions appear in the *MARC News* newsletter, which later became the *Model A News* magazine.

Kenneth B. Brewer

Nominating Narrative

During Brewer's presidency a key factor in the early growth of MARC was the initiation of the MARC National Judging Standards that were to later become the definitive authenticity criteria used to judge Model A Fords. Although these initial standards began as rules for grouping the cars to be judged, and did not initially provide detailed guidance regarding the specific items to be judged and the judging point structure, it was the beginning of the current detailed standard judging guidelines.

MARC owes its gratitude and initial success to leaders like Ken Brewer for his perseverance and guidance during the early formative years of the organization.

By the authority invested in me as the President of the Model A Ford Foundation, I proclaim that on this day, September 16th, 2017, Kenneth B. Brewer was duly inducted as a member of the Model A Ford Hall of Fame.

12TH INDUCTEE



Joseph A. Galamb
Inducted 2017

Joseph A. Galamb

Nominating Narrative

Joseph Galamb was an automotive engineer, a long-term Ford Motor Company employee, a co-designer of the Ford moving assembly line, and a designer of Model T and A Ford body styles.

Galamb was born in Mako, Hungary in 1881. He spent his early years in Hungary and Germany working in the shipbuilding industry and at an automobile engine assembly plant. He came to America in 1903 to attend the St. Louis Exposition and World's Fair of 1904. He planned to return to Europe but, while visiting friends in Detroit, he applied for work at the Ford Piquette plant and was hired there as a parts designer by C. Harold Wills. At that time, there were only 300 Ford Motor Company employees assembling Ford automobiles from purchased parts, as Henry Ford was yet to begin manufacturing his own parts.

He was a co-designer of the moving assembly line in 1913. Henry Ford was so impressed with his performance he later made him the Chief Engineer of the Ford Motor Company and in charge of the Engineering Department at the Highland Park facility. Here, he worked with C. Harold Wills, one of Ford's first employees and shareholders and designer of the Ford oval logo badge. In 1915 he worked on the design of the Fordson tractor and was busy designing military hardware during World War I. He became a citizen of the United States in 1917.

Joseph A. Galamb

Nominating Narrative

By 1922, the Model T Ford had matured and Galamb and his crew in the Engineering Laboratory were experimenting with new automobile concepts. One of these was the development of the “X-8” engine – being headed up by Eugene Farkas with assistance from Galamb. In 1926, after six years of work, the eight-cylinder X engine was determined to be impractical and had only served to delay the introduction of the Model A, to first appear in late 1927.

Edsel Ford held major responsibilities in the new Model A automobile styling efforts and was given considerable leeway by Henry Ford in producing “The New Ford” styling concepts. During the early Model A development phase, Galamb worked closely with Edsel to create the basic Model A body design. During this time, Edsel also prevailed upon his father to allow the inclusion of four-wheel mechanical brakes and a sliding-gear transmission. Through the 1930s, Galamb had overall automotive body and frame design responsibilities at Ford. As the Model A production ended and the new 1932 Ford VB-8 engine was made available, Galamb found the frame of the car too weak and he had to design reinforcements.

In 1943 Galamb began suffering from symptoms of heart failure and his doctor ordered him to stop working. He retired from the Ford Motor Company in 1944 and lived another 11 years before his death at his home in Detroit on December 4, 1955. He had spent a total of 39 years with Ford, with many of those years directly under Henry Ford’s observation.

Joseph A. Galamb

Nominating Narrative

During his career, he visited Hungary, his home country, many times, lecturing at the Association of Hungarian Engineers and Architects. On February 3, 1981 a memorial plaque was placed in Mako, Hungary on the 100th anniversary of his birth, honoring Galamb for his pioneering engineering career at the Ford Motor Company.

By the power invested in me as the President of the Model A Ford Foundation, I hereby proclaim that on this day, September 16th, 2017, Joseph A. Galamb was duly inducted as a member of the Model A Ford Hall of Fame.

13TH INDUCTEE



Edie Davis Jones
Inducted 2017

Edie Davis Jones

Nominating Narrative

Edie Jones was born on June 2, 1925 in Olympia, Washington. She was an educator, a beauty queen, a Model A Ford era fashion expert, a long-time member of the Model A Ford Club of America (MAFCA), and a founder of the Model A Ford Foundation, Inc. (MAFFI).

Shortly after her birth, Edie's family moved to Keyes, California where she spent the next 23 years. In 1942 she met William "Bill" Edward Jones at the Turlock High School. They married in 1946 and, after Bill's return from World War II, they subsequently raised three sons. Always a stunning beauty, Edie was chosen as Queen of the Turlock Turkey Festival in 1947. In 1948, the couple settled in San Jose, California where they lived for the next 31 years. Edie continued to work as a school secretary, while Bill attended Jan Jose State and Stanford Universities.

Edie and Bill joined MAFCA in 1958 and both were quite active in local, state and national Model A Ford clubs and activities. Over the years, they owned a total of 17 Model A's. Together, they helped found three chapters of MAFCA – the Bay Area Chapter, the Santa Clara Chapter and the Mother Load A's Chapter. Bill was to become the MAFCA President in 1974, followed by his term as MAFCA's Treasurer. In recognition of their years of service, both Bill and Edie were honored with MAFCA Life Membership awards.

Edie Davis Jones

Nominating Narrative

Model A era fashions were Edie's main interest and she was a Master Judge for era fashions and MAFCA's Era Fashions Chairperson 1975 - 1984. Both she and Bill also enjoyed competing in era fashions. She wrote and lectured extensively about Model A fashions and helped author the first MAFCA fashions judging standards, later to be known as the *Fashion Guidelines*. Edie's on-going fashion column, "Running Board Vogue," appeared in MAFCA's *The Restorer* magazine for 13 years and was read and enjoyed by thousands. Over this time span, she published over 75 separate columns on Model A era fashions, covering all aspects of women's, men's and children's fashions – including, but not limited to -- furs, hair styles, clothing patterns, gloves, dresses, undergarments, handbags, lace, jewelry, shoes, hats, swim suits, and sportswear.

Edie's interests were not just limited to era fashions. In 1978 she was the co- chairperson for the 16th Northern California Roundup meet. She was elected to the MAFCA Board of Directors in 1983. In 1986, she was instrumental in the initial efforts to organize and launch a national foundation dedicated to the Model A Ford and, in turn, was one of the founders of the Model A Ford Foundation, Inc. (MAFFI). She became the first president of MAFFI and served in this position for two years.

Edie Davis Jones

Nominating Narrative

In 1979, the couple moved to Calaveras County, California. Edie was a member of the First Congregational Church in Murpheys for 27 years and was an active member of the Murpheys Community Club. She moved to Placerville, California in 2010. Here, she remained active in the Model A hobby and the Hangtown Model A's club until her passing on September 28, 2013, at the age of 88. At the time of her death she lived in Placerville, California.

By the authority invested to me as the President of the Model A Ford Foundation, I hereby proclaim that on this day, September 16th, 2017, Edie Davis Jones was duly inducted as a member of the Model A Ford Hall of fame.

14TH INDUCTEE



Peter Edmund
Martin
Inducted 2017

Peter Edmund Martin

Nominating Narrative

Peter E. (Ed) Martin was an accomplished machine designer and a long-term production executive with the Ford Motor Company. He was the fifth-hired employee of the Company and was Vice-President of Ford when he retired.

Ed Martin was born in 1882, in Wallace, Ontario. He was the eldest son in a family of seven children. The family moved to Detroit when Martin was 10 years old and, at the age of 12, after only five years of schooling, he was handling a man's job at a Detroit box company. He was hired by a close Henry Ford associate, C. Henry Wills, very early in the Company's history, in 1903. His initial job was in the "Experimental Room." He progressed rapidly and was placed in charge of the Assembly Department at the Piquette plant in 1906, when Walter E. Flanders was Manager of Manufacturing. He was promoted to assistant to Thomas S. Walburn, in active charge of all Ford's manufacturing departments in 1907. When Flanders resigned, Henry Ford called Martin and Charles E. Sorensen into his office and told them to go out and run the Piquette plant. By 1913, Martin was officially appointed Superintendent of Production, with Sorensen as his assistant. This began a close association between Martin and Sorensen that lasted over 30 years. Both Martin and Sorensen were seen as being hand-in-hand as the top production executives during the early years of the Ford Motor Company

Peter Edmund Martin

Nominating Narrative

When Edsel Ford became president of the Ford Motor Company in 1919, Martin was General Superintendent of the Company. It was reported that he was able to operate any of the many machines under his supervision and was also credited as an accomplished machine designer. In 1924, he became Vice-President of Manufacturing. It's been said that Martin was considered as "Head of Production" and Henry's "right-hand man." However, due to Henry Ford's position of *"just go out there and run the plant and don't worry about titles,"* at least six other Company leaders claimed this same distinction. Around the company, Martin was called "Ed" or "Pete," but always "P. E. Martin" on Company documents. He was described as the "World's Apostle of the Conveyer." With over 80 miles of conveyer belts at the Rouge plant, he spent most of the day out on the factory floor, rather than in his office.

In May 1926, Martin offered his resignation to Henry Ford as the First Vice-President of the company based on his belief it would result in better coordination of the executives and officials of the Company. His resignation was not accepted and Martin stayed on through both the Model A and Ford V-8 production years and was still in charge of the Ford Rouge plant in 1935.

Peter Edmund Martin

Nominating Narrative

In 1929, during the Model A production era, Martin signed a contract between the Ford Motor Company and the Supreme Council of National Economy of the U.S.S.R. for the purpose of building Ford tractors in Russia. As a financial measure of the importance of Martin to the Ford Motor Company, it was stated that his base salary once exceeded that of Edsel Ford.

Peter E. Martin died in 1944, in Detroit, Michigan.

By the authority invested in me as the President of the Model A Ford Foundation, I hereby proclaim that on this day, September 16th, 2017, Peter Edmund Martin was duly inducted as a member of the Model A Ford Hall of Fame.