

# 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.

# 19<sup>th</sup> INDUCTEE



Harold O. Hicks  
Inducted 2019

Harold Hicks was born in Geddes, Michigan and held both BS and MS degrees in engineering from the University of Michigan. He was a key Ford Motor Company executive and an experienced design engineer with many involvements in the design and production of the Model A Ford automobile.

Hicks joined the Ford Motor Company in 1919 and became one of the automotive designers working directly under the supervision of Henry Ford. In this role, his experimental engineering assignments were quite varied. He worked on a street rail-car powered by a gasoline engine and assisted in the design of an experimental Ford automobile with an air-cooled engine. He also designed an aluminum speed boat for Edsel Ford and assisted in the development of an engine for the English Ford automobile.

Later, as Chief Engineer of the Stout Metal Airplane Company, a division of the Ford Motor Company, he was responsible for aviation design and engineering for the Ford Tri-Motor Airplane from 1921 to 1932. While he was working on aircraft engineering projects in 1927, he was called in to assist when the new Model A Ford engine being developed would not produce at the desired horsepower level. In April 1927, Hicks was summoned to the North end of the dynamometer section to meet with Charles Sorenson, Edward Martin and Edsel Ford— three Ford executives heavily involved in designing and producing “The New Ford” car. Sorensen told Hicks that sitting in front of him was a Model A engine that was, unfortunately, developing only 22 horsepower and asked him how much horsepower he could get out of it. Hicks quickly used his slide rule and did some hasty calculations to predict that he could get this engine to produce 40 horsepower. With this, Hicks was given the new assignment to actually accomplish this prediction and, within two weeks, he had redesigned the carburetor and other breathing aspects of the engine and nearly doubled the output to 40 horsepower. Following this accomplishment, he worked with the Zenith Carburetor Company and Zenith became the carburetor to be used on the new Model A engine.

Hicks was also involved to the testing of Ford engineering devices and products. In this role he was injured and badly cut by windshield glass during a road test of an experimental Model A vehicle. This incident lead to Ford’s decision to have safety glass installed in all Model A windshields. The addition of new Triplex shatter-proof glass windshields became a key selling point for the New Ford Car. Ford advertising for the Model A touted that the extra protection of the Triplex shatter-proof glass windshield *“is recognized as one of the greatest contributions to safety since the introduction of four-wheel brakes.”*

In 1932, Harold left Ford and joined the Chrysler Corporation. Here, he was active in the design of the new airflow Chrysler automobile and other experimental models. In 1946 he re-joined The Ford Motor Company as the Supervising Engineer in the Body and Structures Laboratory.

During his distinguished career with The Ford Motor Company Harold Hicks was responsible for many things the Model A Ford is known for -- including the Zenith carburetor, large valves, the intake and exhaust manifold shapes, the muffler design, the cooling water passages and, by accident, the safety glass windshield.

# 20<sup>th</sup> INDUCTEE



Alexander Janke  
Inducted 2019

Alex Janke was born January 22, 1948 and grew up in Riverside, California. He dedicated his retirement years to the enjoyment and appreciation of the Model A Ford and served in key leadership roles in both local and national Model A Ford Club of America (MAFCA) activities. He was nationally recognized as both a Model A Ford expert and a tireless contributor to the Model A hobby.

Janke attended the University of California at Davis and earned an undergraduate degree in archeology and a Master's degree in education. He served 22 years in the U.S. Army and retired as a Lieutenant Colonel. In addition to being stationed in both Germany and South Korea, he served many different posts – including a tour at the U.S. Military Academy at West Point.

He was well-known for his educational efforts associated with the Model A Ford and he both created and presented technical seminars in the MAFCA headquarters tent at the annual Hershey car meet for seven years. He also prepared and presented technical seminars at many regional and national Model A meets and was the key presenter in 20 different DVD technical seminar programs produced by the Diablo A's Chapter of MAFCA. He was always willing to assist Model A'ers and was sought out for his advice and Model A knowledge.

Janke was also a prolific author, editor and consultant for many Model A Ford books and publications. He wrote the text, took photos for and/or edited many different MAFCA publications -- including *The Coupe Book*, *The Tudor Book*, *The Pickup Truck Book*, and *The Victoria Book*. He also contributed to *Revisions Numbers 3 and 4* of the *Model A Restoration Guidelines*. He was an active contributing author for the MAFCA club magazine and wrote 16 different articles for *The Restorer*. Janke provided technical editorial review of content in *The Restorer* magazine for seven years. When the magazine editor was disabled, he stepped into manage the production of the magazine, overseeing decisions and providing direction to the editor's staff.

Janke served three terms as president of the Model A Ford Club of America and was also president of the Diablo A's Model A Club in Concord, California. He served eight years on the national MAFCA Board of Directors, with leadership roles as Treasurer and Publications/Public Relations Director. He earned a Master Judge status and served as Chief Judge at a MAFCA national meet and at many regional meets. He restored four Model A's, the latest being a 1931 400-A Convertible Sedan.

Alex Janke passed away on May 10, 2019 in Concord, California. He will be remembered as a dedicated, knowledgeable and respected representative of the Model A Ford hobby. His kindness and unselfish support of both individuals and Model A clubs was legendary.

# 21<sup>st</sup> INDUCTEE



**Carl E. Johansson**  
**Inducted 2019**



Carl Edvard Johansson was born on a farm in Gotlunda, Sweden on March 15, 1864. He was a talented engineer, inventor and businessman who worked somewhat behind the scene with the Ford Motor Company in establishing and maintaining an exact measurement process and precision standards critical to the manufacturing of Ford automobiles.

Henry Ford knew that one of the key requirements of the mass production of automobile parts and components is the ability to make a given part thousands of times to the same exact dimensions so that it will be completely interchangeable with another. From the early Ford Motor Company history files comes the story about a situation where the Ford Factory was attempting to repeatedly produce a key part. However, they were having problems maintaining the resulting measurement dimensions. The problem was brought to Henry Ford's attention with the report that only about "two or three" parts out of a run of several hundred were meeting the required specifications. Henry said the solution was quite simple: "Just make all of the parts exactly like the two or three."

Parts precision was especially critical on the Ford factory assembly line where there was no time to correct inaccuracies in the various components. However, before such production accuracy could be attained, someone had to devise a universally accepted method for making precision measurements.

That someone was Carl Johansson, a young Swedish government arms inspector. The idea of producing a set of measuring standards of superfine precision – and making such sets universally available – occurred to him as he observed the slow assembling of rifle parts because of parts with varying dimensions. As a solution, Johansson proceeded to invent a set of precise gauge blocks and was granted his first patent on May 2, 1901 for "Gage Block Sets for Precision Measurement."

Johansson was later hired by Henry Ford at the Ford Motor Company in the United States. Ford acquired the manufacturing rights for the Johansson Gage Blocks in 1923 and Johansson moved to Dearborn to head the newly-formed Johansson Division of the Ford Motor Company. Between 1923 and 1927, the Johansson Division furnished these gauge blocks, often called "Jo Blocks," to the Ford Motor Company tool room – and to any other manufacturer who could afford them.

These gauge blocks were used in many areas in the production of the Model A Ford and made it possible to manufacture gauges, tool and fixtures to exacting dimensions. The claimed accuracy of the highest quality level of Jo Blocks (at 68 degrees Fahrenheit) is "two-millionths" of an inch – which is 1,500 times finer than a human hair!

During the Model A era, Ford publicized the precision with which the automobile was manufactured. Many ads for the Model A used a "precision," "craftsmanship" or "quality" theme

and pictured the use of the Johansson Blocks – showing the checking of a micrometer with a Johansson Gage Block. The text of these ads mentioned the production of pistons, valves and crankshaft components and indicates that *“many measurements are accurate to one one-thousandth of an inch.”*

During his tenure with Ford in Dearborn, Johansson received an honorary doctorate degree from Gustavus Adolfus College, an honorary doctorate from Wayne State University and many awards from technical societies in both the United States and abroad. He worked in Dearborn until 1936 and then, at 72 years of age, returned, in retirement, to Sweden, where he died in 1943.

# 22<sup>ND</sup> INDUCTEE



Paul Moller  
Inducted 2019

Paul Moller was born September 2, 1916, a time when Ford was still producing the “brass” Model T Ford and World War I hadn’t yet begun. He was a resident of Oaklawn, Illinois. As a teen, Moller saw the birth of the Model A Ford and became interested in them almost immediately. In 1931 he bought his first car, a Model T for 75 cents, but soon after began his love of the Model A. He joined the Calumet Region of the Model A Restorers Club (MARC) and began writing articles for its newsletter, *The Chatter*, in 1961. Moller served as the club’s Vice President and Editor in 1963 and as the Technical Committee head in 1965. He also began writing articles for the *Model A News* magazine in 1963.

Because there wasn’t much information regarding the workings and rebuilding of Zenith carburetors for the Model A in the 1960’s, Moller wrote his first book about the carburetor in 1972. In 1991, he also wrote two volumes of the *Model A Ford Restoration and Maintenance Handbook*. Volume 1 included articles such as Inspection and Lubrication, Battery, Starting System, Distributor Troubleshooting and Rebuilding, Ammeter, Water Pump, Spindles, and Brakes (including a nifty way to adjust and balance brakes using a torque wrench!). Volume 2 increased the breadth of his writings to include articles on rebuilding the Ammeter, Generator Cut-Out and Powerhouse Generators – as well as setting the carburetor fuel level, rebuilding steering columns and transmissions and the Model B carburetor. Because Moller’s knowledge base was rooted in practical experience and hands-on learning, his many articles struck a resonance with the average Model A’er and his writings earned him the prestigious *George De Angelis Literary Award*.

Moller was the consummate Model A mechanic/professor. A lover of the driven car, he accumulated over 70,000 miles on his Model A Sport Coupe, including three trips to the West Coast and a run to Alaska, visiting a total of 39 states. While he belonged to several Model A club Regions and Chapters, the Calumet Region (near Chicago) was his favorite and each year he awarded a trophy for *Mechanical Excellence Award* to a deserving club member.

Nationally, Moller served on the MARC Board of Directors from 1970 to 1972, earning a *Lifetime Membership Award* in MARC for his many contributions. Along with his other awards he also received the esteemed MARC *Ken Brady Award*.

Paul Moller passed away on February 7, 1992 and left us with a myriad of articles, books, helpful hints and numerous hands-on teachings that will guarantee the proliferation of the Model A hobby for years to come. The significance of Moller’s contributions to the Model A Restorers Club, the Calumet Region of MARC, and to the education and knowledge base of the hobby through his writing ability and publications gives him a rightful position of prominence in the Model A Ford Hall of Fame along with his colleagues of notable stature.