

# 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.

# 27<sup>th</sup> INDUCTEE



**Robert J. Carini**  
Inducted 2021

Robert Carini was born July 1, 1922, five years before the introduction of the Model A Ford. He was an energetic Model A Ford hobbyist who made significant contributions to the Model A Ford hobby and the establishment of a national organization to recognize the Model A Ford.

In the early 1950s, as a resident of Glastonbury, Connecticut, Bob was an accomplished Model A Ford restorer. After being snubbed at a local antique car meet for entering a “lowly” Model A Ford, Bob’s focused his attention on making sure the antique car hobby gained the respect Henry’s Model A deserved -- leading to the founding of the Model A Restorers Club (MARC).

Bob owned and operated an automobile collision and restoration shop and was friends with MARC co-founder William Hall. In 1952, Bob Carini and Bill Hall joined forces and formed MARC, then based in Hartford, Connecticut, with Bill as president and Bob as vice-president. As a key founding member of MARC, Bob was instrumental in organizing the new club. He was a proponent of the camaraderie that develops among car owners at car shows and meets. Bob was passionate about these gatherings and helped establish the first New England Model A Ford Meet in October 1953 at Bill Hall’s house in West Hartford, Connecticut. The meet was extremely successful and continues to be held annually in locations from New Jersey to Maine.

In 1954, he established the guidelines that formatted the rules on what, specifically, constitutes a restored Model A. Bob successfully lobbied the Connecticut state legislature to pass a bill allowing Model A owner’s the use of original antique license plates in lieu of standard plates.

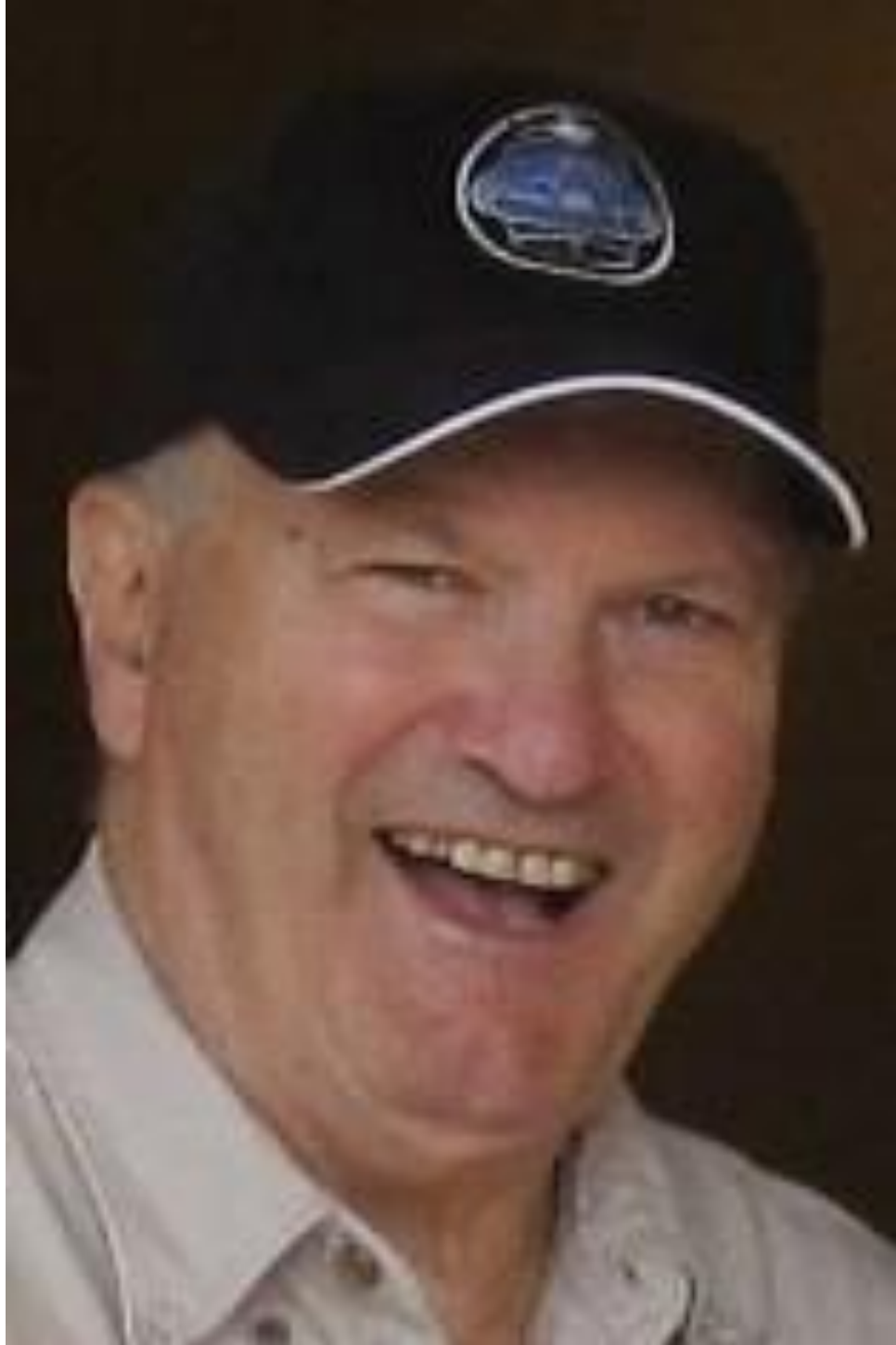
Bob remained vice-president of MARC until 1957, at which time Bill Hall moved to Glendale, California and relocated the MARC headquarters to California. Wanting to keep the club headquartered in Connecticut, Bob ran for MARC president but was not successful and MARC became a California based club – eventually evolving into the Model A Ford Club of America (MAFCA). However, one year later, Bill Hall moved back east, to Zanesville, Ohio, and the MARC headquarters was again relocated.

Bob won numerous Model A restoration awards at national Model A Ford meets in Dearborn and elsewhere. He later became the curator of the Captain Paul House Model A Museum in Union, Connecticut.

As an early Model A Ford advocate, Bob played a significant role in the advancement of the hobby and the establishment of a world-class one-car club, the Model A Restorers Club. Industrious men and women like Bob are the unsung heroes who, through their perseverance and love of the Model A , achieved the successes that have brought us the great hobby we enjoy today.

Bob passed away in 2016, at the age of 93. Fortunately, his love of the Model A Ford and the antique car hobby was passed on to his son, Wayne. Today, Wayne Carini is the creator and star of the acclaimed television series *Chasing Classic Cars*.

# 28<sup>th</sup> INDUCTEE



**Stanley R. Johnson**  
Inducted 2021

Stan Johnson has successfully combined both a military career and his love of the Model A Ford into a quite impressive set of accomplishments. As a Colonel in the U.S. Army, Stan served an instructor within Army Engineering training programs, had involvements in the National Aeronautics and Space Administration (NASA), and fulfilled assignments at the Pentagon. His later involvements within the Model A Ford hobby included two terms as President of The Model A Ford Foundation, Inc. (MAFFI) and as a key organizer in the planning and building of the Model A Ford Museum.

Stan was born and raised in Spirit Lake, Idaho. At 14 years of age Stan purchased his first Model A – a 1930 Coupe with no hood and a 1929 radiator shell. His father was an accomplished mechanic and he and Stan combined forces on the Coupe and he was able to drive it back and forth to high school. His second Model A was a 1929 Roadster. He attended Eastern Washington University. Upon graduation, with his Reserve Officer Training Corps (ROTC) training, Stan was commissioned as an officer in the Army Corp of Engineers and served in the Army for 30 years.

Stan's military involvements included the Director of Training and Doctrine at the Army Corp of Engineering School, directing and assisting the cleanup following Hurricane Agnes in 1972, and at the University of Iowa in the ROTC Department. He served a tour of duty in Germany, two tours of duty in Viet Nam, an assignment at NASA (where he was involved in the space shuttle programs) and two assignments at the Pentagon in Washington, D.C. (working with congress to appropriate funds for the space shuttle program). It was while in Washington, D.C. he renewed his involvements with Model A's and joined the George Washington Region of the Model A Restorers Club (MARC).

He later joined MAFFI and served as the editor of the Foundation newsletter. He became a MAFFI Trustee in 2000 and during this first term as President (2003-2005) he led the initiative to begin fund raising and the search to locate property to build a Model A Ford Museum. When he was elected President for a second term (2011-2015) the decision to build at the Gilmore Museum site had been made and he faced the multiple challenges of fund-raising activities, selecting a building design, the construction of the Museum itself, and acquiring the vehicles to display at the Museum. Following his terms as MAFFI President and Trustee, Stan has continued to be active with various Museum planning activities, Foundation financial planning committees and the establishment of the Museum endowment fund to provide the annual operating capital to assure yearly Museum operating costs are covered.

Stan's dedication, hard work, and perseverance during the very challenging times associated with bringing the Model A Ford Museum from simply a dream into successful completion demonstrates his strength, fortitude, and commitment to the Model A Ford hobby. In addition to his MAFFI involvements, he was the co-founder of the Gordon Smith Compressor Region within MARC In 2013, Stan received the coveted MARC Ken Brady Award for his many contributions to the Model A community.

Stan lives with his wife, Rosalind, in Springfield, Virginia. He is the owner of 2 ½ Model A's – a 1931 Victoria, a Roadster currently under restoration, and a chassis that will hopefully be a Speedster someday.

# 29<sup>th</sup> INDUCTEE



Gordon M. McGregor

Inducted 2021



Gordon McGregor was the founder and Chief Executive Officer of the Ford Motor Company of Canada from 1904 until 1922. He is credited as the man most influential in paving the way for Ford automobiles, including the Model A, to be popular in countries outside of the United States. The Ford Motor Company of Canada built and marketed Model A's throughout Canada and all of the British Empire, with the exception of the United Kingdom and Ireland. These countries included Australia, New Zealand, South Africa, India, Malaysia and other countries in Africa and South America.

McGregor was born on January 18, 1873. In 1901, left his bookkeeping job at the Walkerville Wagon Works In Windsor, Canada. His new position was to take over management of the family wagon building company from his father. McGregor felt that a new era was arriving and that the horseless carriage was to soon replace the horse and buggy. This led to his decision to explore building automobiles in his home town of Windsor, just across the river from Detroit, Michigan. After numerous talks with Henry Ford, he concluded that Ford had the best outlook on the industry and the best ideas – and that he wanted to be associated with the newly-formed Ford Motor Company.

His extensive efforts promoting the virtues of the automobile and, specifically the Ford automobile, to potential investors were successful and on August 17, 1904 the Ford Motor Company of Canada was chartered to manufacture cars in Canada for the first time. John Gray was installed as President, Henry Ford as Vice President and Gordon McGregor as Secretary and General Manager. Henry Ford was paid \$200 a month as their consultant.

Henry Ford, in spite of his being a significant shareholder, never attended an annual meeting of Ford of Canada – a testament to his admiration and confidence in McGregor. McGregor never worked for the U.S. Ford Company but assumed full executive responsibilities as the General Manager of Ford Canada. The Ford Motor Company of Canada was not a subsidiary of the U.S. Ford Company, but rather an independent company. This proud and independent stance was always evident in Ford Canada vehicle advertising efforts – where each Model A Ford advertisement always listed “*Ford Motor Company of Canada*” below the Ford oval logo and often also included “*The Canadian Car*” tagline.

Gordon McGregor took on the difficult early groundwork that later resulted in the Model A Ford being popular in its day and today, as collectable car, in the British Commonwealth countries. Without his tireless efforts the Ford Motor Company and the Model A Ford automobile might well have never been established in, or later faded out of, many of these countries – as did most other competing car companies.

# 30<sup>th</sup> INDUCTEE



James A. Spawn

Inducted 2021

Jim Spawn's involvement with the Model A Ford began in 1981 when he acquired his first Model A, a 1930 Coupe he affectionately named "Bob." It took him six years to make "Bob" roadworthy and during this time he came to appreciate that with a few tools, a little knowledge, and a lot of determination you could bring a "basket case" back to life.

Jim is probably most recognized as being the editor of the award-winning *The Restorer* magazine, published by the Model A Ford Club of America (MAFCA). Jim became the sixth editor of *The Restorer* in 2000 and immediately brought the magazine into the high-tech world by using desktop publishing instead of the old "cut and paste" assembly method. This single change allowed a total revamping on how the publication was produced and printed, saving time, and reducing expenses.

Jim's creativity brought a new look to the magazine as well as new features. Under his management, the magazine evolved over the next few years. Another big change took place in 2012 when he directed *The Restorer* magazine's change to a full-color publication. It is no surprise that, during his 17 years as *The Restorer* editor, the magazine received many literary awards. Jim was most proud to receive the prestigious Gold Award from the International Automotive Media, a peer review competition which recognizes writing and design excellence.

However, Jim's impact on MAFCA and the Model A hobby extends far beyond *The Restorer* magazine.

In 2000 Jim was the chairman of the highly successful MAFCA Convention in Kansas City. He loved touring in his Model A. His interest in Model A's and history came together in 2010 when he co-organized MAFCA's National Pony Express Tour – an event so popular it has set the stage for all MAFCA National Tours to follow.

A bone fide history buff, Jim was also interested in Ford factory and sales buildings. Accordingly, he produced numerous articles on both, which eventually led him to checkout Ford locations as far away as Cuba and Puerto Rico.

Jim's style of writing is based on "immersive content" where the content has the power to draw the reader in, hold their attention, and motivate them to do things. He is a firm believer that research, restoration and involvement are what the Model A hobby is all about.

Jim is a multi-talented guy, a musician, photographer, historian and – most of all – a great ambassador for the Model A Ford.