

Jenkins & Wynne Ford, Lincoln, Honda; Clarksville, Tenn.

Milestone Models Exhibit



42" x 22" Display Poster

Jenkins & Wynne
PRESENTS

Ford Milestone Models THROUGH THE DECADES

The Model A, Ford's first official vehicle, rolled off the factory floor in 1903. Many iconic models followed.

Each month this exhibit will feature a distinctive Ford model chosen from decades of design. It's a celebration of Ford Motor Company's vision to provide the public with reasonably priced, reliable and efficient vehicles – a vision that endures today. We hope you'll come back each month to experience another milestone model.

Exhibit runs through April 2017

28" x 22" Display Posters

1931 Model A Coupe

Manufactured from 1928 to 1931

The Ford Model A was introduced to the public in 1928 and became one of the most publicized and best-selling cars in America. It was attractive, well-built and smooth-running compared to its predecessor, the Model T, with features that were new to Ford design, including safety glass, brake lights, bumpers and fuel gauges. The "rumble seat" became a defining feature of the Model A Coupe. The 1930 and 1931 models were available with stainless steel radiator cowling and headlamp housings. Another mechanical innovation was the introduction of drum brakes.

The Model A came in a wide variety of styles including Coupe, Business Coupe, Sport Coupe, Roadster, Convertible, Phaeton, Tudor Sedan, Town Car and Pick-up. Despite the onset of the Great Depression, Model A production remained strong at 1,261,052 cars in 1930 but fell to 626,579 cars in 1931, the last year that the Model A was produced.

Jim and Jo Amos, owners

Jim Amos' introduction with a thing "Model A" is apparent whenever he talks about how much fun it is just looking at the four different versions he owns. His collection of Model A vehicles is somewhat legendary and also includes a Sedan, Roadster and Pick-up. In all, he has more than 100 Model A's, and restoration is a hobby.

Jim acquired this Model A in a fully restored condition from a family in Franklin, Kentucky in 2008. He describes the quality of the restoration as very complete and accurate with all original stock components. "I got down to the authentic upholstery. One of the 48 jobs favorite features of this roadster Coupe is the engine," Jim says. "When you start it up, you can hear the engine in the back of the blue and black interior but any. However, Jim says that his greatest joy in owning this car has been in showing it to anyone who was interested."

Jim and Jo Amos

1956 Thunderbird

Manufactured from 1955 to 1957

After World War II, automobile makers introduced a series of popular two-seater sports cars. In 1955, Ford rolled out its contender: the Thunderbird. It featured a hard top, convertible top, V-8 engine, hooded headlights, tall fins, square mesh grille and tail lights that resembled rocket thrusters. The auto became an American icon. Arthur Miller drove Marilyn Monroe home in his 1956 convertible model on their wedding day, and Bing Crosby called his 1956 T-Bird a "performer performer" in a Ford commercial.

This T-Bird in Peacock Blue includes both a hard top and convertible top, and features the distinguishing "porch" windows, which were added to alleviate blind spots. A covered spare tire called the "Continental Kit" hangs over the rear bumper; this new 1956 feature was designed to increase trunk space, but was removed from the 1957 model in favor of a longer tail.

Jody Isaacs, owner

Jody has owned his 1956 Ford Thunderbird for many years. "I love it," she says. "It's just beautiful. It's not pretentious in the way that a Rolls-Royce is. It's a classic, but it's not all with the people. I just love it."

Above all, Isaacs says, two words sum up her feelings about the car: speed and freedom.

Isaacs got her T-Bird 30 years ago from Susan Moore of Susan Moore's Thunderbirds, 5557 N. Dallas, who also completed the engine restoration. Moore added power windows and air conditioning, both new options for 1956 Thunderbirds. "This was for her restoration," Isaacs says. "Everything about the car is original, right down to the wheels."

Since getting the car, Isaacs has participated in an array of car shows and small town parades. She and her partner, Steve Tyrrell, like to go cruising in the country with a bottle of wine and food. They say they have a picnic. "It's a real funny job," Isaacs says. "But whatever it goes – whether it's sitting in a car show or fun in a car – there's just something magical about it."

Jody Isaacs and Steve Tyrrell

1911 Model T Torpedo Runabout

Nicknamed "Tin Lizzie," the Ford Model T was spindly and small. Henry Ford designed it to be large enough to accommodate a family, but small and simple enough for its owner to maintain. It would never achieve the icy elegance of a Rolls-Royce, but it had another distinction: mass appeal. Its blue tone was Ford's standard for 1911 Model Ts were sold.

This 1911 Model T is the zippy Torpedo Runabout, which had a cruising speed of 35 miles an hour (although few "highways" of the period would accommodate that speed). Its sporty appearance differed from other models in having lower seating, a longer hood and curved fenders. Its blue tone was Ford's standard for 1911.

John and LuAnnette Butler, owners

"I'm unique," John Butler says. "It was made for one year only and its suspension is slightly lower than those of all the other Model Ts. It's supposed to have a very low look, so that's the 'torpedo' look. It's got a special car and lot of them were made."

No one knows for certain how many of Ford's 1911 Runabout Model Ts were specifically Torpedo Runabouts. But about 2,000 runabouts were produced.

Interestingly, the owner prior to Butler had traveled all over Texas to small town garage looking for replacement parts. Luckily he found a local "old man" – in other words, someone with parts that were made during 1911 but were never used.

Butler says, "That's why it has been top priority to show, including the prestigious Antique Automobile Club of America's Ford Parade in 1997."

John Butler and his wife, LuAnnette, are car enthusiasts who enjoy collecting unique Ford vehicles.

1948 Ford Series F-1 Pickup Truck

Manufactured from 1948 to 1952

With the model year 1948, the Ford Motor Company initiated new, post-war styling and a new designation for their truck line – the F series. The most popular model of the half-ton pickup, available with either a flathead V-8 engine with 100 horsepower or an in-line six cylinder which provided 95 hp. New styling (styling was even a foreign term for pickups at that time, function determining truck design rather than appearance) featured squared front fenders that blended into the hood and front fascia with rear fenders matching the front. The grille had five broad, horizontal bars and the windshield was a single piece of glass, an interesting feature for the pickup as Ford autos had to wait until 1952 to return to the one-piece windshield. Note the nearly horizontal steering wheel, then contrast it with today's pickups and the angle of steering wheels in automobiles.

Charles and Faye Hand, owners

In the fall of 2009, local pastor Jimmy Terry of Tabernacle Missionary Baptist Church called Charles Hand, Chairman of the Board of Hand Family Company, to inquire about the purchase of a 1948 Ford pickup truck. Hand was in the chain and delivery of the product. "I think that was the best truck we had in our car at that time," Charles said when asked about his reasons for buying the truck.

Charles's father, Raymond C. Hand, founded Hand Shoring Company in 1910 when he went into business as a leverage distributor. Charles was a youngster at the time, but had fond memories of being around the building business and the vehicles, such as his grand 1948 Ford pickup truck, that were used in the chain and delivery of the products. "I think that was the best truck we had in our business possible," said Charles. "I love them as a child and I love them now."

The truck participated in the 2010 Clarksville Christmas parade, which had a show of "Christmas Trucks and Motorcars." "It was very enjoyable to see the truck, which had been out for Christmas with some vintage toys and a truck out of the top of Christmas when this truck was new," said Charles. "And it runs just as good today as it did back then."

Charles and Faye Hand

1916 Model T Touring Car

Manufactured from 1908 to 1927

Henry Ford and several Detroit businessmen incorporated the Ford Motor Company in mid-1903. They designed a variety of ever-improved models, each designated by a letter of the alphabet, about half of them actually manufactured and sold. In 1908 they revealed the letter T and began construction of a dramatically different and improved automobile. For about its time. That basic car was made until 1927 but with a variety of changes, many of them intended to enable manufacture at lower and lower cost, finally down to \$265 to the customer for a touring car similar to the one here. A major change occurred in the transition from 1916 to 1917. Brass was used for the radiator and many trim parts from the first Model T through 1916 when steel radiators replaced brass for the 1917 cars, dividing the Model T's lifetime into the brass era and the black era.

This 1916 Model T Touring Car, now 100 years old, represents the final year for the brass era and a major change in the automobile industry.

Jeff and Sharon Bibb, owners

This 1916 Ford Model T is not a story about being part of a car collection. What makes this car somewhat unique is that it is a family business. The reason Jeff and Sharon Bibb own the "T" is because for 68 years it was the pride and joy of Jeff's father, Dr. Leon Bibb. When Dr. Bibb died in 1990, the car was passed down to his youngest son, who considers himself the "custodian" of the business, rather than "owner."

When he died, the car was sold by White Hall (TN) Motor Co. to Henry Taylor, a local student. Jeff grandfather, Zelle Bibb Sr., later purchased the motor company and traded with his Taylor for this Model T in 1961. Leon Bibb was 72 years old. His father told him if he would get it running, the car would be his. Throughout his lifetime, he called it "his old Ford."

Since Dr. Bibb's passing, Walter Bonser (Sharon Bibb's brother-in-law) has taken a special interest in the "T" and has been its primary mechanic and caretaker. In the Bibb family, this Model T was just an antique car, the part of their heritage.

Dr. Leon Bibb and his Model T were regularly seen in Austin Park (then Johnson's Amusement Center). The photo shows 1916 Model T, 1916, at the school along with the car Jeff and Jeff's mother, Dr. Bibb's youngest daughter, Sharon Bibb.

