

# X THE Ford FAN X

DEDICATED TO THE RESTORATION & PRESERVATION OF 1932-1953 FORD MOTOR CAR COMPANY VEHICLES



## Treasure Hunt, Wife (or Husband) Swap, Pizza & Ice Cream Extravaganza.

From the get-go there was no doubt this would be an interesting event. Eleven old Fords and one old Buick swarmed in and double parked on 5th street - one TEAM faced West, the other faced East. I explained the rules and event details, Clue sheets were handed out, start times noted and off they went. Most cars were back in about a half hour with their respective 16 questions answered. Some forgot to enter a finish time- and were disqualified. Others had questions about the questions, but no one complained with their mouth full of Pizza and Ice cream. While we all ate, the band of under-age judges went to work. The Head Judge, Mary Margaret, announced the winners and losers and who's going to argue with a cute 9 year old? (But if you are holding a grudge, any spoilsport can join in my sister's after-the-fact class action law suit). SURPRISINLY FIRST were Jose and Vivian Sorrano with fastest time and Most Cheerful Co Pilot. DEAD LAST losers were Dennis Bailey and Barbara Martin. Late comers, Joe and Lynn Silva actually finished even later, but had a humanitarian excuse—car needed oil and they had to wait for ducklings to cross the road...Ducklings? In any case, the Award Girls handed out cheesy Trophies and One extra prize for the couple that came the farthest—that would be Prez Mike and First lady Susan who rambled in from the land of Poway and received a Rt 66 Shot Glass for their efforts— One For The Road...get it? Lotsafun... TS



### Prez Sez—Hard to believe it’s August already.

Hard to believe it’s already August! Members and their families will be returning from vacation. School will be starting up for our grand-kids in the next week or so. The weather will start cooling off and some of us will be headed to Portland Oregon for the EFV-8 Western Regional meet.

Our month was emotionally mixed; we had an awesome time at Sandy and Tim Shortt’s place in Coronado for our Ice Cream Social and Wife Swap Treasure hunt. We drove around Coronado looking for answers to tough questions about the neighborhood. We also attended the funeral for one of our own, Rick Storrs. The service was very well attended and a beautiful tribute to a very fine man.

Our August member meeting was smaller than usual, probably due to vacations. We welcomed a new member Tom Sycko and enjoyed a very informative talk by Rick Zitrem, the owner of Broadway Electric in Lemon Grove. He gave us tips on 6 volt systems and shared a few funny stories. We are planning a tour to Walter Andersen’s Garage on September 23, a tour not to be missed! Sandy Shortt won the “Feet Squared” license plate topper we received as a “Thank You” for our donation to the EFV-8 Foundation Museum. Dennis Bailey’s main squeeze, Maureen Covin would have won the Name Tag Drawing, but she was in Canada.

As we start drawing to a close of this year I want to ask you all to consider becoming a member of our local club chapter’s board of directors. We are always in need of folks to help steer the club, take care of club business and recommend fresh ideas for tours and programs. It only entails one additional evening per month, usually only an hour or two.

Remember keep the shiny side up and the rubber side down! —  
*Mike Petermann, President*



**Wear Your Name Tag--  
Sept pot is \$75 Bucks**  
All current member names are in pot.  
If your name is drawn and you are at the meeting, wearing your name tag, **YOU WIN!**  
**RULES:** Pot starts a \$25.  
Increases Ea. Mo. until \$100. At \$100, we Draw ‘til we have a winner.

- President: **Mike Petermann** 916-479-3665
- V.P. **Bill Dorr** 619-884-4188
- Secretary: **Dennis Bailey** - 619-954-8646
- Treasurer: **Ken Burke** - 619-469-7350
- Directors:**
- Mike Petermann** 916-479-3665
- Bill Dorr - Prez Pro Tem** 619-884-4188
- Dennis Bailey** - 619-954-8646
- Jim Thomas** 619-669-9990
- Ken Burke** - 619-469-7350
- Walter Andersen** - 858-274-0138 619-224-8271
- Dillard Harwell** 619-954-9422
- Ray Brock** 619-993-9190
- Rick Carlton** - 619-754-6259
- Other Chairpersons**
- 50/50: **Carl Atkinson** - 619-593-1514
- Membership : **Paula Pifer** - 619-464-5445
- Programs: **Dillard Harwell** 619-954-9422
- Tour Co-ordinator- **Jim Thomas** 619-669-9990
- Car Club Council: **Bill Lewis** - 619-651-3232
- Web Master: **Rick Carlton** - 619-754-6259
- Lady 8ers: **TBD**
- Accessories: **Judy Grobbel** - 619-435-2932
- Ford Fan: **Tim Shortt** - 619-435-9013
- Cell 619-851-8927
- Refreshments: **Tom & Chris Cook**
- Sunshine: **Judy Grobbel** - 619-435-2932



- Big 3 Board Members:**
- Ric Bonnoront** - 619-669-6391
- Rick Carlton** - 619-754-6259
- Calvin King** - 619-447-1960
- Dave Huhn** - 619-462-4545
- V8 eBlasts: **Sandy Shortt** [shortsandy@mac.com](mailto:shortsandy@mac.com)
- 619-435-9013

The Ford Fan is published by the San Diego Regional Group of the Early Ford V8 Club of America. Materials submitted must be received by the 25th of the month to be considered for the following month’s publication. Photo and Article submissions are welcome. Please send materials to **The Ford Fan c/o Tim Shortt, 1211 5th st. Coronado, Ca 92118**. The Ford fan invites other groups of the Early Ford V8 Club to use it’s material provided the Ford Fan is credited as the source. Send Change

### You Can’t make this stuff up.

Joe Silva had a problem - he’d finally gotten his ’41 V8 running after 35 years of dead storage, but it had a horrible knocking sound—rod? valve? No clue. Two weeks of showing it off to neighbors, still no idea whats making all that noise. Ray Brock agrees to check it out. I tagged along to learn something and maybe get a story. Joe fires her up and sure enough - a bad thudding noise. I thinking, “Rod, definitely a rod.” But Ray hears more - a metallic echo as well. He slides under to ‘feel’ the noise with his hand on the pan. But discovers a floor jack left in place when Joe changed the water pumps. The jack is putting up pressure on the pan causing the crank to make contact. He drops the jack, noise stops, and slides out laughing...“Noise fixed” he announces. Joe whispers to me.. “This is not going in the Fan, right?”







Winners & Losers share Awards, Pizza and...



more Ice Cream.



LA- Typical Midtown commute. 1951



-----Next Events-----

**Sat, Sept 23 Walter Andersen**

**Garage Tour**-(Including Walter's very first car)...Meet in Macy's lot, Mission Valley. Leave 9:15am.

Lunch after tour.

RSVP Jim Thomas

**jim.thomas15888@outlook.com**

**Oct Vista Tractor Tour TBD**

**OctoberFest - Need Host and House—**  
**also minimum 30 members**  
**must sign up by Sept 14. Event date**  
**determined by whoever hosts.**

Nov TBD

**Dec Christmas Party**

**September Anniversaries**

9/19 Frank & Loyce Swedberg

9/22 Jim & Ella Carnahan

9/22 John & Sibyll Rex

9/25 Joseph & Lynn Silva

9/29 Tom & Chris Cook

**September Birthdays**

9/01 Maryellen Huhn

9/03 Tore Olsen

9/04 Sibyll Rex

9/04 Rhea McGehee

**Sunshine Judy—**

Moving ceremony for Rick Storrs Aug 14.

Our condolences to Betty.

**Membership Paula:**

**Welcome New Member:**

Tom Sitko 1937 Ford Sedan,

1619 Svea Ct.

Lemon Grove, CA 91945

**SAN DIEGO EARLY FORD V8 CLUB**

General Meeting Minutes—Aug. 16, 2017

**President** Mike Peterman pounded the gavel at 7:05

**Guests:** None

**Pres. Report:** Mike asked for a moment silence for Rick Storrs. He then asked the membership to consider joining the Board for next year.

**VP Report:** Bill Dorr thanked the Shortt's for hosting the Ice Cream Social

**Secretary:** Dennis Bailey asked for approval of the minutes from the July General meeting, as published in the fan, and they were accepted and approved.

**Treasurer Report:** Ken Burke read through the financial figures and they were accepted and approved.

**Membership Report:** Paula reported one new member— Tom Sytko- 1937 Ford Sedan

**Sunshine Report:** John Dow has three brand new stints- feels good..

**Fan Editor:** The Aug Fan is coming together.

**Accessories:** Judy reported that she will be ordering polo shirts.

**Car Club Council:** No Report

**Programs:** TBD

**Tours:** **Walter Andersons Garage Sat, Sept 23<sup>rd</sup>.**

**Program:** Rick Zitron, from Broadway Electric gave a presentation on Starters, Generators and Alternators. And other auto electric problem solving,

**Old Business:** There will be a General Meeting on Sept. 20<sup>th</sup>.

**New Business:** We received a license plate topper from the Foundation as thanks for our donation. It will be raffled off with the 50/50. Jerry Windle announced the Feb 2018 Foundation meeting scheduled for SD has been moved to Dearborn.

**50/50:** Joe Pifer won the 50/50 and Sandy Shortt won the license plate topper

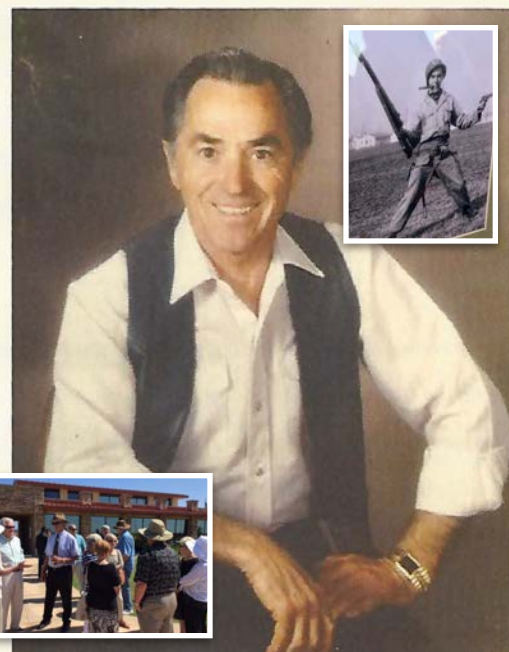
**Name tag drawing:** Maureen Colvin's name was drawn but was not at the meeting.

**Misc:** None

Mtg. Adj. 8:20

*Respectfully submitted: Dennis Bailey Secy.*

**Rick Storrs** died July 29, 2017. The crowd at his funeral was standing room only. Those who stepped forward described Rick as a wonderful husband, dad and granddad and most of all - a great friend. Those of us who knew him as a V8 club member described him a master mechanic, generous with his time and talent to help any one of us with advice and information to help keep our old Fords on the road. He and Betty were well-traveled and always seemed to be having a great time together, whatever they were doing. Our sincerest condolences to Betty and Family, -TS

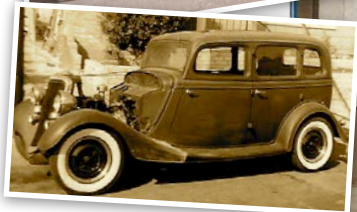


**Richard Joseph Storrs**  
 October 5, 1930—June 29, 2017





# I remember Bud's...



...and my \$15 Ford



## WELCOME TO THE GOOD OLD DAYS!

Take one look at this photo of Bud's Hot House restaurant, which was at 810 Fourth Avenue in San Diego, California, and you can almost smell the fresh popcorn popping and the red hots sizzling.

One of the cooks behind the counter is Gayle Kring, now of Madison, Indiana. He's second from the right, standing next to the owner of the place, Bud Gallagher, originally from Denver, Colorado.

"While awaiting discharge from the Navy, I was sent to Camp Elliott, about 20 miles east of San Diego," says Gayle, who served in the Atlantic and Mediterranean on the destroyer *USS Macomb*. "We were allowed to work in town as civilians so long as we met muster at Camp Elliott. So, I got a job at Bud's."

Gayle said he didn't write down the last name of Lew, from Illinois, who took the photo on Nov. 6, 1945. Same goes for the remaining men pictured, with whom he shared barracks at Camp Elliott and who also worked at Bud's. Standing, from left, are Al from South Carolina, Bill of New Jersey and "Slim" from Texas.

"As to the fast-food restaurants we see today, this little place was way ahead of its time," Gayle said. "We served tamales, hot dogs and popcorn in 2 minutes or less."

If you have a memorable 8x10 or 5x7 black-and-white photo that you would like to share with our readers, check the Contributor Guidelines on page 43 and consider sending it in.

In the meantime, your order of tasty memories is hot off the grill, and they're just waiting to be gobbled up.

*Reminiscence Magazine*



## ON OUR COVER

WHAT A GOOD BOY. "This picture of my brother Daniel Walls was taken in Bloomsburg, Pennsylvania in 1938, when he was 7 or 8 months old," writes Marybeth Morris of Danville. "My mom bought him this outfit and had his photo taken for Christmas. She was thrilled at how well he posed and behaved. Mother is now 92, and Daniel lives in Catawissa."





**SDV8ers running fast and loose with the ponies.**

Del Mar with nothing better to do.



**Provo, Utah, 1963**



**THANKS FOR YOUR GENEROUS SUPPORT OF THE "BUY THE FOOT" CAPITAL CAMPAIGN**



You are receiving this license plate topper in recognition of your support of at least 9 Sq. Ft. in our building expansion. Display it proudly and encourage others to do the same.

We are well on our way with this capital campaign but not home yet. Preparation of the land for the building is underway and we will begin to see a lot more progress in the coming months.

Again, the Trustees Thank You for supporting the "Buy The Foot" Capital Campaign! Your support is vital in helping us keep the Flathead era alive and well for future generations.

*Thanks to SDEFV8Club for your contribution to The new V8 Foundation Museum Wing*





## FACTORIES

### **Ford's other right-hand man: P.E. Martin and the development of the assembly line**

Hemmings contributor

[Editor's Note: In 1922, Henry Ford issued his book, *My Life and My Work*, which was largely a book about his philosophy of business and he omitted many details about his work. In 1944, in an interview with *Fortune* magazine, Henry stated clearly and simply that he and P.E. Martin invented the automobile assembly line. So who was P.E. Martin? The new ebook [P. E. Martin: The Origins of The Automotive Industry](#) seeks to answer that question and many others in great detail.]

For the first few years, Ford manufactured average-priced cars and a few expensive cars: Models A, B, C, F, K, N, R, and S. In addition, there were experimental models that were not produced. The stockholders wanted to provide high-end cars with high-end margins. The beautiful Model K was the first Ford with a six-cylinder engine and the last one until the 1940s. The largest investor, Malcolmson, departed after the Model K flop. Ford and the finance officer James Couzens believed the key to survival was manufacturing an economic car. People didn't expect Ford to produce luxurious cars like the Model K, and were disinclined to buy a luxury car from Ford.



In April 1904, Ford bought land on Piquette

Avenue in Detroit, built his first plant, and, by 1906, Peter Ed (P.E.) Martin was put in charge of the Assembly Department for what was to be the Model T car, working under manager Thomas Walburn. Design on the Model T proceeded through 1907, with P.E. working alongside Ford constructing the process for manufacturing the Model T. Henry Ford developed such confidence in P.E. that, in April 1908, six weeks after announcing to the world that the Model T had arrived, P.E. was made plant manager. During this time, P.E. and a team of engineers worked on the flow of manufacturing and methods of simplifying the process and increasing productivity. The result of their efforts was the birth of the Assembly Line concept, breaking down manufacturing into simple solitary components/processes that could be done by unskilled labor as the product proceeded along a moving assembly line. This one accomplishment revolutionized manufacturing and the way all products, from cars to appliances to computers, were made ever after.

In 1910, manufacturing was moved to a factory in Highland Park where P.E. again was put in charge. By 1913, the Assembly Line manufacturing process was implemented fully and the Model T began moving off the line so cheaply, and at such speed, that Henry's dream of a vehicle for the common man became a reality. By 1920, Henry had built the largest factory in the United States and the world, the Rouge Plant. Both the Rouge and the Highland Park plant were now under P.E.'s supervision.

Long before the term lean production was coined, P.E. was mastering the concept with hundreds and hundreds of conveyors throughout the plants. Necessity is the mother of invention. There are many stories about who invented the moving assembly line and whether or not they used rails and a windlass to pull the cars during testing of the concept, but there was no doubt in P.E. Martin's mind this entire process had to be linear, in one direction, and on one floor, and the pace of assembly in all the sub-departments and from all the vendors had to be tied to the rate of production and movement on the mainline. Testing all aspects on Sundays. some say the test vehicle was dragged by ropes. Others claim they used a windlass. Others say they pulled the vehicles on carts with wheels. But, in all cases the fundamental difference was the line moved somewhat automatically. Years later, Henry insisted that he and P.E. invented the original assembly line at Ford Motor Company



# DECADE BY DECADE, HOW 'OLD METHUSELAH' OUTLIVED EVERY OTHER AIRCRAFT

## 1930s

Built by a team led by engineer Arthur Raymond, and first flew on December 17, 1935 - exactly 32 years after the Wright Brothers' flight, at Kitty Hawk. Around 700,000 parts were used in its construction and 50,000 rivets held it all together, making the DC-3 one of the toughest planes ever made. For the first time, passengers enjoyed previously unheard-of facilities such as lavatories and hot food.

## 1940s

The C-47, a military version, became known as the 'Skytrain'. It had strengthened metal floors, larger access doors and a towing cleat for gliders. It could transport 28 fully-equipped paratroopers or up to 6,000lb of cargo, which might include a Jeep and trailer or an anti-tank gun.

## 1960s

During the Vietnam War, a gunship was developed, nicknamed 'Puff the Magic Dragon' due to the roar and flames from the guns. The AC-47D carried 21,000 rounds and three 7.62mm Miniguns with a fast (36,000 rounds per minute) or slow (3,000 rounds per minute) rate of fire. With seven crew members, it operated typically at 3,000ft, 130 knots airspeed, without armour or escorts and carried 24 to 36 flares, manually thrown out of the door.

## 21st century

Some 400 DC-3s are believed to be still flying, although the exact number isn't known. It is now mainly used in Africa and South America, where its ability to take off and land on grass or dirt runways is highly valued. It is also used for crop spraying, freight transport, passenger service, military transport and by skydiving teams.

Douglas DC-3		Airbus A-380	
95ft	Wingspan	261ft 8in	
64ft 5in	Length	239ft 4in	
28	Capacity	555 (Max 850 economy only)	
216mph	Max speed	652mph	
1,495 miles	Range	8,000 miles	
7ft 8in	Fuselage width	23ft 6in	



“The very fact that the DC-3 is still around, and performing a useful role in the world, is a powerful reminder that the latest and most expensive technology is not always the one that changes history”.

“It groaned, it protested, it rattled, it ran hot, it ran cold, it ran rough, it staggered along on hot days and scared you half to death. Its wings flexed and twisted in a horrifying manner, it sank back to earth with a great sigh of relief. But it flew and it flew and it flew.”

“It's long been an aviation axiom that 'the only replacement for the DC-3 is another DC-3'”—Thanks Dillard Harwell

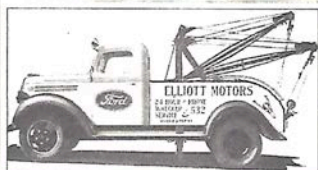
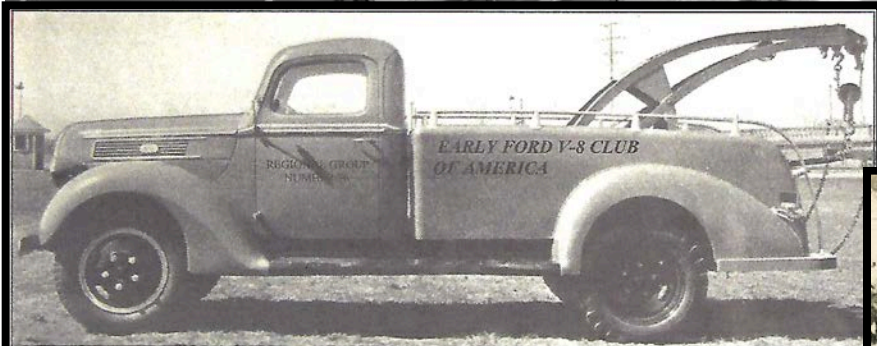




HEMMINGS CLASSIC CAR

# Huntington Park, Calif,

Pacific Boulevard and Gage Avenue, Huntington Park, California—Another time capsule of cars, clothing,

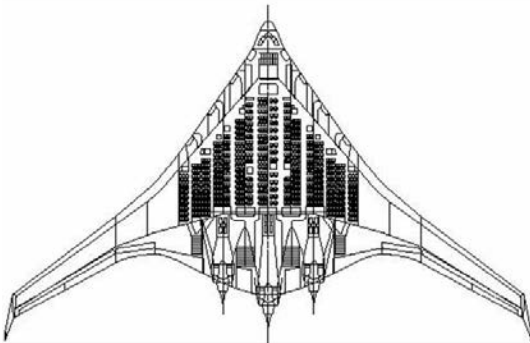


Ford Trucks, doing the real work around the country—thanks, Hoosier V8iews...

"Big Profit Jobs don't Drive In—They're Towed In!"



# The first pictures of the new Boeing 797 Airliner (1,000 passengers)



Over 40 seats wide with 8 aisles – 1,000 passengers and a crew of 50- Get ready it's almost here.

## THE BOEING 797

It can comfortably fly 10,000 Miles (16,000 km) at Mach 0.88 or 654 mph (1,046 km/h) with 1,000 passengers on board! They have kept this secret long enough. This shot was taken last month.

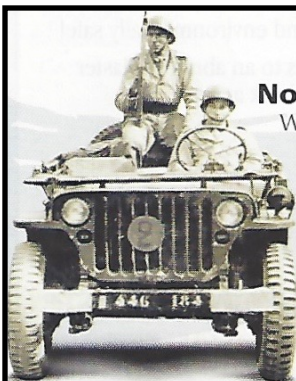
## The BOEING 797

Boeing is preparing this 1,000 passenger Jet Liner that could reshape the Air Travel Industry. Its radical 'Blended Wing & Fuselage' design has been developed by Boeing in cooperation with NASA Langley Research Centre. The mammoth aircraft will have a wing span of 265 feet compared to 211 feet of its 747, and it has been designed to fit within the newly created Air Terminals for the 555 seat Airbus A380, which is 262 feet wide.

The new 797 is Boeing's direct response to the Airbus A380, which has racked up orders for 159 already. Boeing decided to kill its 747X Stretched Super Jumbo in 2003 after little interest was shown for it by airline companies, but continued to develop its 'Ultimate Airbus Crusher', the 797 at its Phantom Works Research Facility in Long Beach, California. The Airbus A380 had been in the works since 1999 and has accumulated \$13 Billion in development costs, which gives Boeing a huge advantage. More so because Airbus is thus committed to the older style tubular structure for their aircraft for decades to come.

There are several big advantages in the 'Blended Wing & Fuselage' design, the most important being the lift to drag ratio which is expected to increase by an amazing 50%, resulting in an overall weight reduction of the aircraft by 25%, making it an estimated 33% more fuel efficient than the A380, and thus making the Airbus's \$13 Billion Dollar investment look pretty shaky. 'High Airframe Rigidity' is another key factor in the 'Blended Wing & Fuselage' technology. It reduces turbulence and creates less stress on the airframe which adds to fuel efficiency, giving the 797 a tremendous 10,000 Mile range with 1,000 passengers on board cruising comfortably at Mach 0.88 or 654 MPH, which gives it another advantage over the tube-and-wing designed A380's 570 MPH.

The exact date for introduction of the 797 is as yet unclear, but the battle lines are clearly drawn in the high-stakes war for future civilian aircraft supremacy.



## Nothing Stops the Jeep

Willys and Ford continue to produce their Jeeps for use in Europe and on the Pacific front, and the chassis numbers of the Willys MBs built in 1945 range from MB 402 335 to MB 459 851. These vehicles are powered by a 60hp, 134.2-cu.in. L-head four-cylinder engine combined with a three-speed Warner gearbox. Jeeps are crucial in the liberation of Paris, Alsace, Italy and many German cities, and are used as troop carriers, postal carriers and ambulances.

## 1945 Dollars & Cents

### Dollars & Cents

- Median sales price, new home – \$7,500
- Median yearly salary – \$2,424
- Portable lawn mower – \$87.95
- Man's Illinois Clothing Manufacturing suit – \$27
- Crème oil hair permanent – \$6.50
- Woman's four-button slip-on leather gloves – \$4.50
- Sears, Roebuck Chinese Checkers game – \$0.95
- Butter – \$0.51/pound
- Federal minimum wage – \$0.40
- Coffee – \$0.31/pound
- Residential electricity, per kWh – \$0.034
- First class stamp – \$0.03



Send Rick Carlton your email address- if you want to receive FAN by email.

**Next Meeting : Wed, Sept 20, 2017. 7pm.  
Auto Museum, Balboa Park**

**FORD V8 SWAP CORNER...**

The Ford Fan will publish ads relating to 1932-1953 Ford

**WANTED Garage for storage and restoration of '47 Ford Woody Wagon Phil Stone 619-723-6754**

**FOR SALE: Pair of '34 Ford Tudor Bucket Seats, complete springs, Need reupholstery. \$450.00 OBO. Todd, Speedo Shop 619-258-8195**

**Frame straightening to body work and paint . Billy Lynch 619-436-6913-(Recommended by Calvin King)**

**'40 Deluxe Opera Coupe. Beautiful shape. Drive anywhere. Terry Johnson 303-888-8231 Englewood, Colorado.**



**'56 TBird. V8, auto. Porthole Top. New Pearl paint. Very clean \$20K. John Hildebrand 619-850-4099**

**Wanted- Two Wheels-16" x 4.5" Mike Pearson 760-729-4645. m.pearson@roadrunner.com**



**'32 Phaeton-All Steel. All Original. Once was Dickey Smothers car, then Harrah's Museum. Good condition. Side-mounts, Luggage Rack, Leather. Runs great. \$95k OBO.**



**'34 Vickie Tudor. All Steel. All Original. Lebaron Bonnie interior. Survived Silmar Quake. Runs good. \$45k OBO**

**Motor Home—runs, drives well. Extra rebuilt Motor. \$9k OBO**

**Dixie, 619-677-8922**



**'32 Tudor. ready to go hot rod. Real Nice Car. \$30,000. 36 Coupe Running Boards-NEW—\$400 Tom Cook 619-200-8114**



**'36 Coupe Hot Rod-Proven Tour Car. Best Offer. Tom Cook 619-200-8114**

**Wanted: '49-'51 Ford Tudor Basket Case. Carl 619-593-1514**



**'48 Ford Deluxe Bus Coupe. New motor. Everything else NOS. \$17k OBO Norm Burke 619-462-8956**

**Jeep CJG Trans, Transfer Case. Everything from fly-wheel to Drive Shaft. \$500. Carl 619-593-1514**



**'50 Convertible. V8, OD, R&H, Spot, and Factory Continental. New paint, good motor, new pumps, batt, tune, tank, steering, brakes, etc., Solid 2-owner Car. \$24,500 -619-466-5475**

**Sale- NOS & Used Ford Shoebox Parts- left over inventory from '49-'50-'51 Parts business. Sell all for B.O. 619-466-5475**



**1930 Model A Sport Coupe.**

Rebuilt engine slightly warmed up with many improvements: 5.5 compression head, stainless valves with adjustable lifters, fresh Babbitt bearings, 'B' grind camshaft, balanced, Weber down draft carburetor, cast iron exhaust header, lightened fly-wheel, V-8 pressure plate, Flot-a-motor mounts - both front and back, stock transmission - BorgWarner overdrive in the torque tube, new

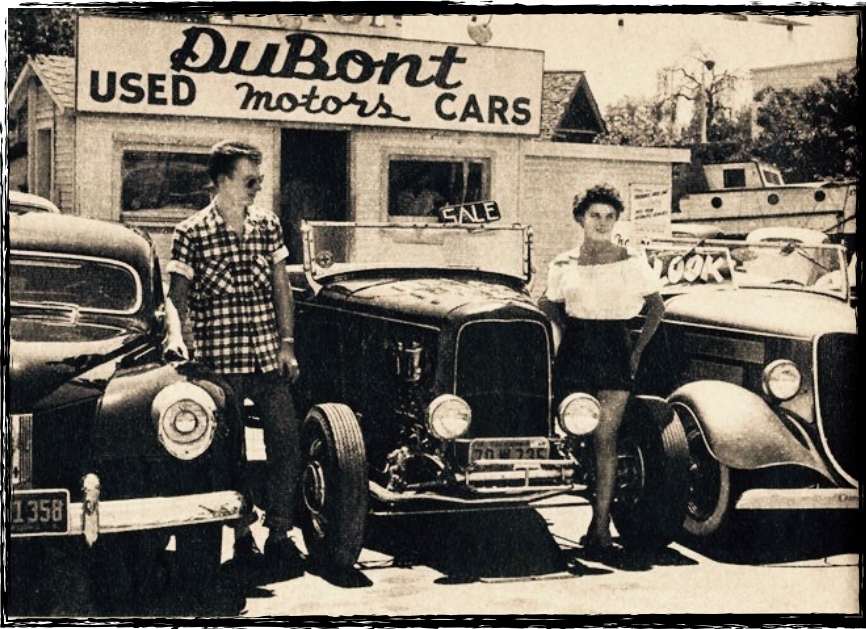
design one piece 2 blade fan, 4 core radiator - pressurized, 12 volt system with 1 wire alternator, F-100 steering box with shortened pitman arm, 16 inch radial tires on cut down Model A wires, regular Model A muffler so it has the distinctive Model A sound, new brake shoes and cast iron drums, still the same mechanical brakes but all renewed pivot joints and adjustments, very nice upholstery and top, good paint but does have a few chips and scratches, the pictures pretty much show the various accessories. Yes, it does have a hood. All mechanical work has been done by Hansen Garage in Ramona. \$20k OBO -Dave Huhn 619-392-4545



SDEFV8 Club, C/O Tim Shortt, 1211 5th St, Coronado, Ca 92118



DEDICATED TO THE RESTORATION & PRESERVATION OF 1932-1953 FORD MOTOR CAR COMPANY VEHICLES



Sept/17

### Fire ravages Country Classics collector car dealership— *Mike Eppinger*

STAUNTON, Ill. – An overnight fire Tuesday wiped out the main building and more than 100 collector cars and trucks at one of the country’s most well-known collector car dealerships. Country Classic Cars in southern Illinois lost between 100 and 150 vehicles, according to early reports, as major blaze scorched the building that housed the dealership’s main office. There were no injuries reported and no cause for the blaze was immediately known. The building measured 510 x 50 feet and had a wooden support structure under the metal exterior shell. The fire began before 8:00 p.m., and required FD from more than a dozen area communities to extinguish. The business is located along Interstate 55, but the road remained open. The roof on the burning building collapsed and disintegrated before fire crews finally got the flames under control around 11 p.m.

