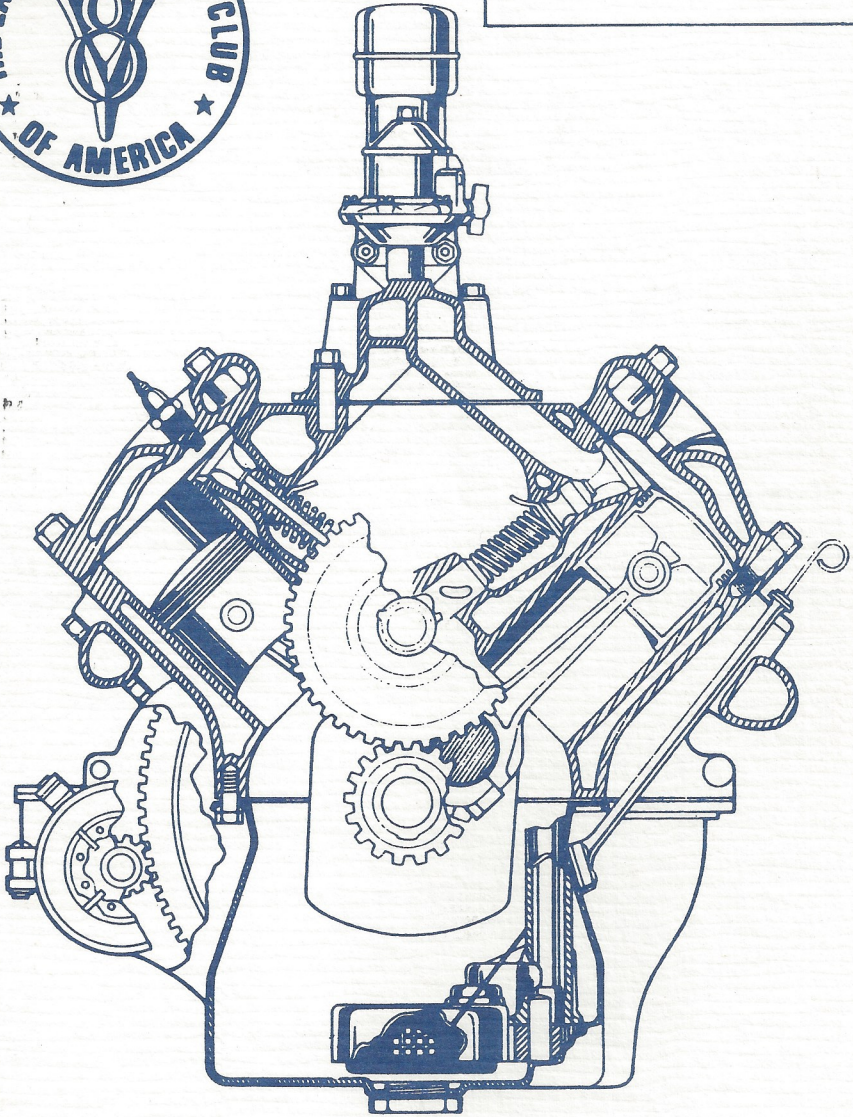


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DECEMBER



# Drive Lines

# *The Valley* 's

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| VICE PRESIDENT, JOHN KEMMERER.....           | 843-2138       |
| SECRETARY, JULIE BLACKWELL .....             | (805) 499-1021 |
| TREASURER, LARRY CAPLAN.....                 | 363-2849       |
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| DIRECTOR, HISTORIAN, RUSS SYLVIS.....        | (805) 527-4387 |
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| EDITOR, CHUCK MAIR .....                     | 785-9413       |
| INFORMATION OFFICER, BOB MCCULLAGH .....     | 886-2644       |

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## *Drive Lines*

Published by

SAN FERNANDO VALLEY CHAPTER 40  
of the EARLY FORD V8 CLUB of AMERICA

P.O. Box 96  
RESEDA, CA. 91335

COVER/ROY JONES

VALLEY V8's  
NEWS AND NOTES  
December 1986

CHRISTMAS PARTY and AWARDS BANQUET. There may still be time for you to get tickets to our Christmas Party. If you are still sitting on the fence, get with it or you will miss a great evening. Please call Pat Berry at (818) 848-5466 or me to see if we have any tickets left.

OUR JANUARY 1987 MEETING on Sunday, January 4th will be at at Mercury Savings, 5201 Laurel Canyon Blvd., North Hollywood. This is a new facility with an excellent meeting room and well lit parking. Lets have a full house to get the new year with our new officers off to a great start.

1987 DUES. Thanks to all of you who have already paid your 1987 dues. For those of you who have not yet paid, they are the same low \$12 per year as in the past. A renewal form is in this newsletter.

BOTHWELL AUTO COLLECTION TOUR. A combination of efforts by some key people resulted in an outstanding event. Don Dupree went way beyond the call of duty in arranging access, cleaning the cars then acting as docent. Doug Peterson shepherded a large contingent of Valley V8 members to the event. And Helen and Jack Kelejian shared their parklike grounds and home for a picnic. What a great day!

DRIVE YOUR V-8 AWARDS. The final standings in the Drive Your V-8 contest are:

Tied for 1st- Pat Berry  
Tied for 1st- John Wolf  
3rd-Virginia Wolf  
4th-Don Dupree  
5th-Bob Rose  
6th-Fred Gruchalla  
7th-Chuck Mair  
8th-Larry Caplan  
9th-Jack Kelejian  
10th-Blackie Blackwell

The couples award goes to John and Virginia Wolf in a runaway.

STATE of The VALLEY V8's. 1987 has continued the tradition of a strong, viable organization. Why? Because the membership is comprised of quality people with a common goal. That goal being enjoyment of Early Ford V-8's. I feel proud to have been part of the long heritage of leadership.

I also feel proud of what you have accomplished this past year. Membership is at its highest point ever. The club treasury is at an all time high. Meeting programs were of consistently high quality. Attendance at meetings exceeded prior records. A wide variety of well attended tours and functions took place. Club cars were driven to meetings in high numbers. All club officers fulfilled their responsibilities beyond the call of duty. And most important, you have elected officers for 1987 to carry on the tradition.

Thank you for helping make my experience as 1987 President of the Valley V8's so enjoyable.

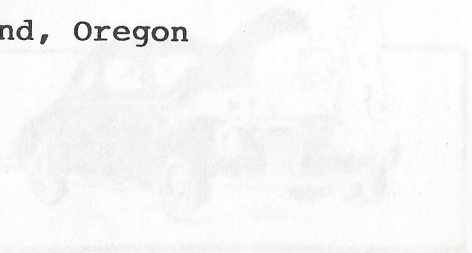
Dave Sanborn

## **Pizza Chain Owner Pays \$8 Million for Rare Car**

ANN ARBOR, Mich. (UPI)—Thomas S. Monaghan, owner of Domino's Pizza Inc. and the Detroit Tigers baseball team, has paid a record \$8.1 million for a rare 1931 Bugatti Royale Berline de Voyage automobile. He bought the car from a Houston real estate developer.

### COMING EVENTS

- December 6 - Valley V8's Christmas Party-  
Sportsmen's Lodge
- January 4 - Valley V8's Regular Meeting - 7 p.m.  
Mercury Savings  
5201 Laurel Canyon Blvd.  
North Hollywood
- August 4-8,  
1987 - Puttin' on the Ritz - Bend, Oregon



# The Valley V8's

P.O. Box 96  
Reseda, Ca 91335

1987 Dues \$12

NAME \_\_\_\_\_ SPOUSE \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_

PHONE (\_\_\_\_) \_\_\_\_\_ OCCUPATION \_\_\_\_\_

1932 to 1953 Ford product cars owned:

|    | <u>Year</u> | <u>Make</u> | <u>Body Style</u> |
|----|-------------|-------------|-------------------|
| 1. | _____       | _____       | _____             |
| 2. | _____       | _____       | _____             |
| 3. | _____       | _____       | _____             |

Please bring your dues to Terry Smith, our membership chairman, or mail to the P.O. Box.



## IN THE BEGINNING

In June, 1903, in a small, converted wagon factory in Detroit, a determined band of believers gathered to forge the future of their fledgling company. Numbering only 10 employees in all, they fashioned a simple, stark machine that was the dream of its designer - Henry Ford.

He wanted all working people to be able to afford his practical, engine-powered product, and believing that they would want such a car, he assembled what capital he could, attracted a clutch of brave backers and filed for incorporation on June 16, 1903.

Assets barely topped \$100,000 and included an oddball assort-

ment of machinery, some patterns and blueprints, two recently awarded patents, \$28,000 in hard-won cash and the never-to-be-underestimated perseverance of the principals.

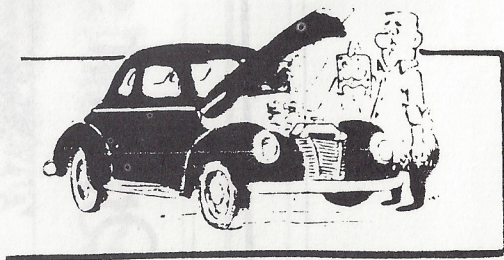
Henry Ford himself even took to racing a "souped-up" version of his vehicle to earn working capital...and a little free publicity.

For the first 30 days, the newly born enterprise flirted with insolvency. Then, almost one month after incorporation, on July 15th, a Chicago dentist placed the first order for a new car - a two-cylinder Model T.

The employees celebrated and the stockholders rejoiced, but no one was more excited than the designer himself. His dream was on its way!

Even the optimistic Henry Ford couldn't have foreseen the industrial dynasty that was beginning that day. In the 82 years since Henry Ford proudly posted the sign outside that dusty, wooden wagon shop, his company has grown and prospered. Today it stands as one of the most successful international corporations in the world.

Taken from San Diego R.G.'s Ford Fan.



# The Oregonian

THURSDAY, SEPTEMBER 18, 1986

## Orient shop turns vintage cars into collector classics

By **KATHLEEN GLANVILLE**  
Correspondent, The Oregonian

**ORIENT** — It's almost blinding to look at the 1935 Ford Phaeton parked in front of Veley's Restoration Inc.'s garage on Bluff Road. The stainless steel grill alone reflects more sunlight than all the chrome on a modern car.

The polished tan finish has a warm glow to it that invites one to put a foot on the running board and lean inside to smell the rich leather upholstery and admire the gleaming oak ribs that frame the convertible's cloth roof.

The car probably didn't look this good when it rolled off Henry Ford's assembly line 51 years ago.

"That's true, it probably didn't," said Jerry Veley with a proud grin. Veley spent almost a year of his life tearing the car apart and putting it back together with original parts or reproductions so detailed they could satisfy the discerning eye of a Grand Concourse judge.

When the Phaeton was brand new it cost about \$600. Today you couldn't touch it for less than \$35,000, which provides an idea of how much it costs to roll back the clock and restore a classic car to the exacting standards of national competition.

A car must be restored to look as closely as possible as it did on the



The Oregonian/STEVE NEHL

Jerry and Jo Veley show off the 1935 Ford Phaeton (left) and the 1935 Ford Tudor they restored. More photos on Page ME6.

See **CARS**, Page **ME6**.



■ **CARS**, from Page ME1.

showroom floor, down to the last nut and bolt. Everything that came with that model, from the owner's manual to the original tire pump, must be in place and in working condition. The judges are so picky that the Phaeton lost a few points in Victoria, British Columbia, at the June competition because the undercoat was too shiny. Henry Ford didn't use paint of that quality, Veley said the judges told him.

That was practically its only flaw. The car scored 997 points out of a possible 1,000, taking first place in the competition and earning the coveted Dearborn Award. In antique car restoration, winning the Dearborn is akin to taking a gold medal at the Olympics.

Veley, 48, a big, gruff bear of a man with muscular arms and large hands stained with grease, started restoring old cars in 1959 as a hobby. It became his occupation in 1980 when he went into it as a full-time business.

His wife, Jo, 47, works with him in the garage beside their home.

"She doesn't do the upholstery and she doesn't do the books," Veley said firmly to dispel any preconceived notions about the

role of a wife in a garage. He makes a point of telling visitors that she does a lot of the nitty-gritty work, such as stripping a car down to its frame and sandblasting it.

"A guy once asked me if I had any help. I said my wife. He said, 'Yeah, I don't have any help either.'"

Jo Veley laughed when her husband told that story. She describes herself as easygoing and her husband as "hyper." Most of the time they make a good team.

"It takes a special person to live and work with someone," she said. "There are days when we throw daggers at each other. But there are advantages. We don't keep regular hours; if it's a nice day we can just lock up and go play. We decided to keep it a mom and pop operation so we could be in control."

Veley, who was formerly an operations manager for a Portland tugboat company, found it a struggle at first to make ends

Happiness is a



meet when he started restoring cars. In 1983 his business got a boost when a newspaper article about the garage caught the eye of a Los Angeles attorney interested in acquiring and restoring all the Fords produced in 1935 and 1936.

David Sanborn, who is also an investment broker and a certified public accountant, owns a house near Orient and saw the article on a visit to Oregon. He met the Veleys and was impressed.

"Jerry is very honest and up-front," Sanborn said in a telephone interview. "He said, 'I'm never going to give you an estimate. I don't know how long it's going to take.' There were no games played. I liked that."

Sanborn said he and Veley share the same standard — perfection.

Since that meeting three years ago, Veley has restored two cars for Sanborn — the Phaeton and a 1935 Ford Tudor — both

# Orient couple restore classic cars, won't settle for less than perfection

**NUTS** By Dana Summers

We've turned down customers who didn't have that kind of trust.

"We don't give estimates. We tried that once and lost our shirt," she added. "In this business, you have no idea how long it will take you or how much it's going to cost. You're going for perfection."

Jerry Veley said his restoration work takes hours and hours of study and research.

"You virtually take every nut and bolt off and start again," he said. "I buy a lot of old books and tools. You can't just go down to a parts store and say I need a tool to remove the valves off a 1935 Ford V-8."

Veley said he and his wife could restore only two to three cars a year. He said it costs between \$20,000 and \$50,000 to restore one, depending on how difficult it is to obtain the parts.

Although the Veleys have steady work ahead on Sanborn's cars, Jerry Veley is still looking for new business. He said he would restore any make or model made before 1960. "As far as I'm concerned, there's nothing worth doing after 1960," he said.

But if a customer isn't ready to pay for perfection, Veley said he'd better go someplace else. Veley won't deliver any less.

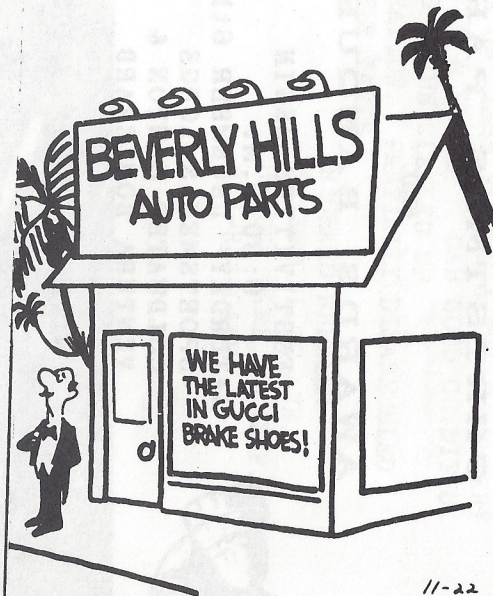
which have taken top prizes in their class in national competition.

"That's what's nice," Veley said. "When you go to the national meets and your customer walks up and gets first place, that makes you float off the ground."

Sanborn has entrusted 12 other classic Fords to the Veleys, most of which lie in various stages of dismemberment in the back of their garage.

Sanborn is quick to add that the restoration of the cars is part of a business that includes buying and selling the hard-to-find vintage parts throughout the country. The Veleys travel a lot, picking up cars and buying such things as hubcaps, radios, windshield wiper motors and antique tool sets.

"You have quite a close rapport with your customer," Jo Veley said. "You're spending thousands of dollars on parts and the guy's out of town. He has to trust us.



Washington Post Writers Group

**The Valley V8's  
CHRISTMAS PARTY  
AND  
AWARDS BANQUET**



**FESTIVITIES BEGIN  
6:30 P.M.  
SATURDAY- DECEMBER 6th  
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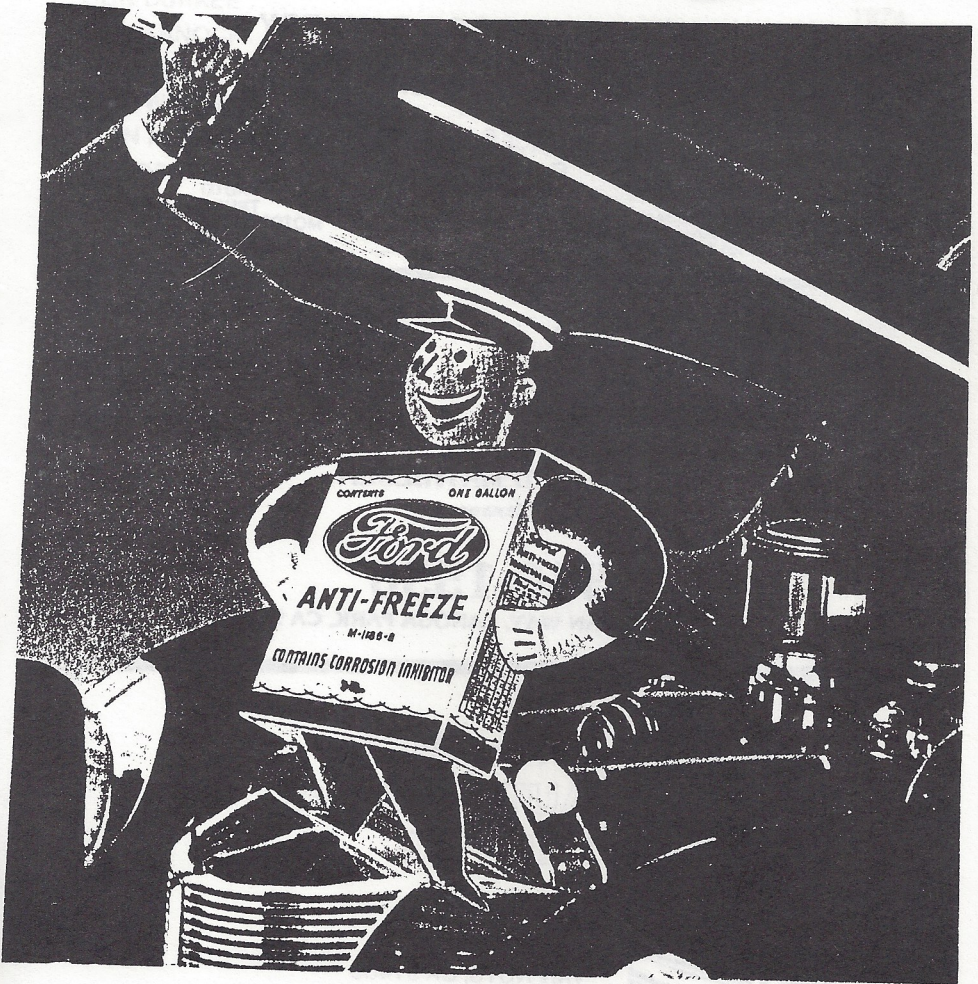
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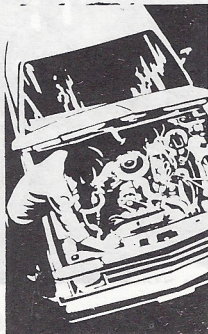
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