



Yesterday's Chevrolet San Fernando Valley Region



EDITOR: Steve Rosenberg April 2026

www.sfvregionvcca.com

You will notice the newsletter has gotten less & less the last year or so. I have been doing it for probably 40 years. It's time for someone to take over. I can remember when they were printed and mailed to members.

I WELCOME items you wish to be in this newsletter. Include pictures?

SFV Region Meeting Minutes Thursday March 5, 2026 Meeting called to order: at 7:07 PM Those in attendance were: Kevin Enns, Steve Rosenberg, Carolyn Ragan, Dave Valentine, Dennis Cohen, Larry Pearson, Andy Spilkoman, Bob Beck, Norm Guimond, Sil Delgado, & Steve Halloway. 11 members total, no guests.

Minutes: Larry Pearson motioned to approve minutes, Steve Halloway made the second motion. The minutes were unanimously approved.

Treasurers Report: Steve Rosenberg read off the Treasurer's Report. Larry Pearson motioned to approve, Carolyn Ragan made the second motion. Treasurer's Report was unanimously approved.

New Communications: Former member Chuck Noble sent the club a letter updating us on his current life and happenings since his move to Kentucky. Tickets for sale for the upcoming 65th annual VCCA show in Rapid City, South Dakota.

Committee reports / car show: Is now confirmed for the second Sunday in November, Sunday, November 8th at Community Chevrolet in Burbank.

Tours & Activities: There were some discussions about having some tours this year, updates forthcoming at next meeting. LA Road Kings club will be having their car show on June 14th at Johny Carson Park. On May 30th, the LAPD will be hosting their annual car show at The Warner Center.

Old Business: none New Business: none

Round table discussion: On upcoming events and things we've done with our cars since last month. Badge Fines: none Door prizes: Dennis Cohen – Socket Set / Carolyn Ragan – Bow-Tie Hat / Bob Beck – Assorted Hose Clamps Meeting adjourned: at 8:12, first motion by Andy Spilkoman, second by Bob Beck.

Respectfully Submitted Kevin Enns

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What Happens When Cars Sit?

Grace Jarvis

19 December 2024

At the very least, a car should be started once in a while and run for more than 5 or 10 minutes—half an hour or so, at least, so that the engine and oil can come up to temperature and cooling fluids can fully circulate. Starting a car and quickly turning it off, says Cotter, “does more damage than if you just leave it alone because the cylinders are dry—there's not enough oil in the system.”

Acids and moisture can build up, warns George, if a car doesn't run long enough, “and exhaust systems can corrode from the inside out, and so forth.” He practices what he preaches: The Revs

Institute has an unusually high commitment to keeping most of its 120-something collection running, and that means driving the cars—on a 40-, 50-, or 60-mile loop, for the road cars, or on track, for the race cars, whether that's at a historic racing event or during a test day where Revs rents out a facility.

Where a car is stored may make the most difference in preserving its condition, but how it is maintained during that period is a close second. "I have witnessed actually cars that 25 or 30 years old that literally sat," says George, "and I've seen it firsthand: every functioning part of the automobile, maybe except for a total engine rebuild, has to be redone. The fuel systems, the fuel injectors, all of that stuff." Maintaining a low-mile car in driving condition requires a balance of commitment and restraint: "There are some people that have just had these wonderful low-mileage cars," says George, "and they have done annual maintenance, and they have cared for the mechanical systems. They've just been cautious about how many mile miles they've put on."

In short, the best way to keep a car in driving condition is to, well, drive it.

Birthdays

Anthony Palazzo	8 th
John Potter	8 th
Brent Davis	15 th
Larry Sorrentino	17 th
Tricia O'Dollett	28 th
Sue Palazzo	28 th

Anniversaries

Carrie & Dave Valintine	8 th
Alba & Rich Wisman	12 th
Carolyn & Bob Regan	18 th
Janet & Fred Bell	19 th
Sabrina & Jim Karras	22 nd

To All of you, enjoy your special day



The Factory V-8 Chevy Vega That Should Have Been!

Did you know Chevrolet almost produced a V-8 Vega? I didn't and I worked in a Chevrolet garage in the early 70's.

Chevrolet introduced the Vega 2300 in September of 1970. From that day on those interested in performance took a look at the Vega and began dreaming of slipping in a small-block V-8.

It wasn't long and the aftermarket world picked up on the idea and "kits" for the transformation were quickly available.

Don't think the Chevrolet engineers weren't considering the same thing. The issue from General Motors was in the weight distribution issue a V-8 would create translating into handling. A small-block Chev (production cast-iron block and heads), minus flywheel, clutch, and bellhousing, weighed in at about 535 pounds, while the aluminum-block four-cylinder Vega 2300 engine with other similar equipment weighed in at 285 pounds.

The engineers played with a number of prototypes that ran the range of the Cosworth twin-cam four-cylinder head conversion to the Wankel rotary. Where they spent the most attention to was an all aluminum small-block V-8. The aluminum V-8 brought the weight down to 375 pounds when set up with the similar

equipment as the heavier cast-iron block. That's running about 165 pounds lighter!

Another surprise to me as I read the article was the Alcoa aluminum block (with cast-iron cylinder liners) and aluminum heads for the small-block Chevy was developed in 1959 by Zora Arkus-Duntov for his Corvette research. A limited number were built and only a few exist at the time of this original article (1972). These were never offered to the public through either the production line or the service package parts program.

In testing the car recorded a stopwatch quarter-mile standing –start time of 13.97 seconds. The car was equipped with a stock 350 Turbohydro transmission, stock Vega rear end, and street tires.

Had everything been acceptable to the Chevrolet executives the package was shooting for the 1974 model year.

This story was summarized by from an article written by Johnny Hunkins and came from his original article in the July 1972 issue of HOT ROD. You can read the full article by going to: <https://www.hotrod.com/features/chevy-vega-small-block-v8-engine-hot-rod-july-1972>

Next meeting @ Balboa Sports Center

17015 Burbank Blvd, Encino, CA 91316
Enter from back, North/East corner

Thursday, April 2nd

7:00 – 8:30

