



Yesterday's Chevrolet San Fernando Valley Region



EDITOR: Steve Rosenberg May 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?

Hope you all saw this months G&D. Cover shot of Lou Roupoli's '48 woody station wagon. That car was judged at OUR car show!!

SFV Region Meeting Minutes Thursday April 2, 2026 Meeting called to order: at 7:08 PM Those in attendance were: Kevin Enns, Steve Rosenberg, Carolyn Ragan, Dave Valentine, Larry Pearson, Norm Guimond, Sil Delgado, & Steve Halloway. 8 members total, no guests.

Minutes: Carolyn Ragan motioned to approve minutes, Larry Pearson 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: Steve Rosenberg updated / informed the club of a recent phone call he had with Chuck Noble.

Committee reports / car show: No new info at this time.

Tours & Activities: none Round table discussion: On upcoming events and things we've done with our cars since last month.

Old Business: none

New Business: none

Badge Fines: 50 cents

Door prizes: Norm Guimond – Bottle of Nu-Polish / Sil Delgado – Carpet Brush / Dave Valentine – Black Magic Tire Cleaner Meeting adjourned: at 7:22, first motion by Larry Pearson, second by Steve Rosenberg.

Respectfully Submitted Kevin Enns

Next meeting @ Balboa Sports Center

Lost for 70 Years: The Mystery of the First Corvette VIN 001 Finally Unraveled

For more than 70 years, the fate of the very first production Chevrolet Corvette VIN 001, chassis 3950, remained one of the great mysteries in automotive history. Long believed to have been destroyed during GM's harsh engineering tests, the car simply vanished from record. But Corvette historian Corey Petersen finally uncovered the truth after an exhaustive investigation that led him back to a small repair shop in Tulsa, Oklahoma.

Petersen had spent years digging through GM archives, cross-referencing work orders that showed 22 unusual engineering modifications performed on chassis 3950 in 1953. Those strange details stayed in his memory, and nearly two decades later, he realized he had seen them before on a "mystery Corvette" sitting inside restorer Lloyd Miller's shop. That car,

quietly tucked away and never fully identified, suddenly became the prime suspect.

Built on a rushed temporary assembly line in Flint, Michigan, in June 1953, Corvette #001 never saw a showroom. Instead, it became GM's primary test mule during the Corvette's chaotic development period. Executives drove it for evaluation, Chevrolet showcased it during the 1954 Corvette announcement at The Greenbrier resort, and engineers repeatedly tore it down as they worked through the car's early design flaws. When its testing life ended, the car disappeared. Some believed it had been crushed; others thought it had somehow survived as a Motorama display vehicle. No theory was ever proven.

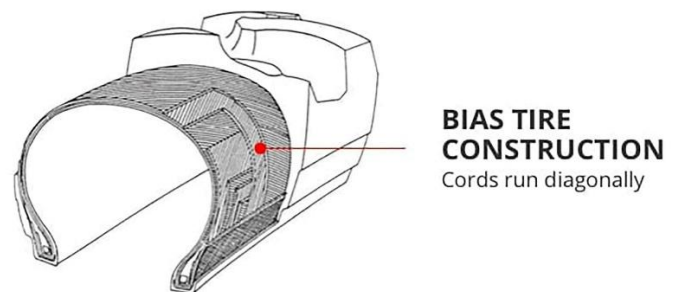
The breakthrough came when Petersen discovered that GM had issued the car's Manufacturer's Statement of Origin internally rather than through a dealer, indicating that the car had been sold directly to a GM employee after its test duties, the same fate known for VIN 002 and VIN 008. When Petersen finally met the current East Coast owner and inspected the car in person, he found the missing confirmation: a door-jamb VIN plate tossed in a cardboard box in the trunk, stamped with "001."



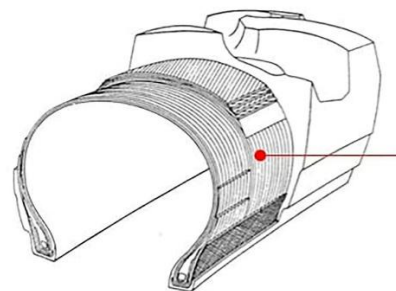
Today, the long-lost Corvette rests in Petersen's Utah garage, awaiting full documentation, careful authentication, and a historically accurate restoration. The body needs significant work, and the chassis will likely reveal hidden rust, but the car is remarkably complete for a 72-year-old prototype once assumed to be destroyed. If continuing research verifies everything as expected, VIN 001 may soon become the most valuable Corvette on the planet, eclipsing even the legendary multi-million-dollar L88 and ZL1 models.

Bias-Ply vs. Bias-Ply Look vs. Radial Tires ... reprinted from Hagerty Ins with permission.

[Beginning in the late 1960s](#) and continuing into the early 1980s, automakers phased out bias-ply tires in favor of [long-lasting radial tires](#). If you have a classic car that was built before the phase-out, you may want to weigh the advantages of each construction type.



BIAS TIRE CONSTRUCTION
Cords run diagonally



RADIAL TIRE CONSTRUCTION
Cords run parallel

Bridgestone

Bias-ply tires have lots of rubber and soft sidewalls that result in a pillowy ride. However,

they give up quickly in hard cornering, tend to make the steering wander at speed, and don't last very long. Unless you're willing to live with these major compromises in pursuit of a wholly authentic vintage driving experience, or the only movement your car does is from the trailer to the concours field, you should probably stick with radial tires.

"[Bias-ply] tires replicate the look, feel, and driving characteristics of the original period-correct tires, making them ideal for car shows, Concours events, and hot rods where maintaining historical accuracy is essential," Coker Tire representative Matthew Millsaps explains.

Then there are bias-ply look tires—modern-construction tires designed for cars from the mid-1970s or earlier that, despite authentic appearances, are radials. They feature an "R" in the tire size descriptor, indicating as such. "They're simply the best of both worlds," Millsaps said.

May Birthdays

Fred Bell	9 th
Andy Spilkoman	28 th
Linda Springer	30 th
Wayne Gross	31 st

None of us married in the merry month of May.

Happy birthday tooooooooo youuuuuuuuuuuuu

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

Thursday, May 7th

7:00 – 8:30