



Yesterday's Chevrolet San Fernando Valley Region



EDITOR: Steve Rosenberg August 2026

www.sfvregionvcca.com

On November 8th is our car show.....

This will be the 25th that have been sponsored by Community Chevrolet The world's BEST sponsor! It's NOT a 1 or 2 man operation. We will need help before and DURING the show. No reason to think we won't have as many or even more than last year. For those of you entering a car in the show, please complete them and get them to me. Pass our applications to Chevy/GMC truck owners.

I have mine in an envelope and on the outside, I have this printed.

ALL CHEVY/GMC TRUCK CAR SHOW

Your entry fee of a little as \$20 (display only) or \$30 entrants' choice (13 classes) gets you
1) dash Plaque 2) Show T-shirt and Lunch
Again, this year Tommie's Original ..
Burger/fries and drink!!!!

SFV Region Meeting Minutes Thursday June 4,
2025 Meeting was called to order at: 7:05 PM

Those in attendance were: Kevin Enns, Steve Rosenberg, Carolyn Ragan, Dave Valentine, Larry Sorrentino, Andy Spilkoman, Norm Guimond, Dave High, and Mike Della Gala. 9 members total, no guests.

Meeting Minutes: Carolyn Ragan made the first motion to approve the May minutes. Andy Spilkoman made a second motion. The minutes were unanimously approved. Treasurers Report: Steve Rosenberg read off the Treasurer's Report. Larry Sorrentino motioned to approve, Mike Della Gala made the second motion. Treasurer's Report was unanimously

approved.

Communications: none

Committee Reports / Car Show: A discussion was held about the \$10 rise in fees for the judged classes for this year. Steve Rosenberg let us know that he had purchased a bunch of items for the raffle tables. Steve Rosenberg will be receiving the car show applications once again this year. Larry Pearson will handle the applications.

Tours and Activities: SFV Region Summer BBQ Party to be sometime in July, exact date, time and location, TBD. The SFV Region will have a passport tour of Valley Relics Museum on Saturday, June 13th at 10 AM. The SFV Region will have our annual Summer BBQ Party at Norm & Francoise Guimond's home on Saturday, July 18th starting at 11:30. Andy Spilkoman will reach out to his model train friend to inquire about a tour of his model railroad collection.

Old Business: none New Business: none
Badge Fines: none
Door Prizes: none

Round Table Discussions: What have you done, bought, sold, problems, and any other interesting things we've done with our cars since last month.

Meeting Adjourned: First motion to adjourn meeting by Andy Spilkoman, second motion by Dave High. Meeting adjourned at 8:05
Respectfully Submitted Kevin Enns

Humor of the Week - Food for thought I'm great at multi-tasking: I can waste time, be unproductive, and procrastinate all at once. I find it ironic that the colors red, white, and blue stand for freedom, until they're flashing behind you. Today a man knocked on my door and asked for a small donation towards the local swimming pool, so I gave him a glass of water. Artificial intelligence is no match for natural stupidity. Take my advice; I'm not using it. Hospitality is the art of making guests feel like they're at home when you wish they were. Ever stop to think and forget to start again? Women spend more time wondering what men are thinking than men spend thinking. I was going to give him a nasty look, but he already had one. Change is inevitable, except from a vending machine. I was going to wear my camouflage shirt today, but I couldn't find it. If at first you don't succeed, skydiving is not for you. Sometimes I wake up grumpy; other times I let him sleep. If tomatoes are technically a fruit, is ketchup a smoothie? Money is the root of all wealth. No matter how much you push the envelope, it'll still be stationery.

I am (X Age) and counting..... and I realized I still have so many unanswered questions! I never found out who let the dogs out... the way to get to Sesame Street... why Dora doesn't just use Google Maps... why we don't ever see the headline "Psychic Wins Lottery"... why women can't put on mascara with their mouth closed... why "abbreviated" is such a long word... why lemon juice is made with artificial flavor yet dish-washing liquid is made with real lemons... why they sterilize the needle for lethal injections... and, why do you have to "put your two cents in" but it's only a "penny for your thoughts" where's that extra penny going to... why do The Alphabet Song and Twinkle Twinkle Little Star have the same tune... why did you just try to sing those two previous songs... why do we park in a driveway, but drive on a park way... and just what is Victoria's secret?



Al Osterloh's '41 1 1/2T Truck, PCC judged

FIRST V-8

Every car enthusiast knows the first Chevrolet V8 debuted in 1955. Ed Cole and Harry Barr designed it. 265 cubic inches. 162 HP. The engine that launched the small-block Chevy dynasty. Every car enthusiast is wrong. The first Chevrolet V8 debuted in September 1917 in the Series D touring car. Louis Chevrolet — the Swiss-born race driver who co-founded the company with William Durant in 1911 — oversaw the design of a 288-cubic-inch (4.7-liter) overhead-valve V8 with features that wouldn't become industry standard for decades. Pushrod-operated overhead valves when every competing V8 used side valves. Cross-flow cylinder heads with intake ports between the banks and exhaust ports on the outboard sides. Paired connecting rods on offset cylinder banks instead of the fork-and-blade arrangement that every other V8 manufacturer used. A three-speed manual transmission when most cars had two speeds. A Kettering electric starter with Bendix drive. The 1917 Chevrolet Series D was the most technologically advanced affordable V8 in America. Then Chevrolet killed it after 2,781 cars.

The Series D engine displaced 286.28 cubic inches (commonly rounded to 288) from a 3.375-inch bore and a 4.00-inch stroke. Cast-iron block split vertically down the crankshaft centerline — a two-piece construction unusual for its era. A single-plane 180-degree crankshaft supported by three babbitt main bearings. Centrally located camshaft driving pushrods to overhead rocker arms and valves. Compression: 4.75:1, appropriate for the low-octane fuel available in 1917. A single Zenith

updraft two-barrel carburetor. Remy breaker-point ignition. Output: the brochure rated it at 36 taxable horsepower (the SAE formula of the era calculated HP from bore diameter alone), but actual brake horsepower measured approximately 55 to 60 HP at 2,400-2,700 RPM. That was competitive with the 77-HP Cadillac V8 and the 60-HP Oldsmobile V8 of the same period — both of which used less efficient side-valve designs.

The exposed valvetrain is what makes the Series D engine visually unforgettable. The stamped-steel rocker covers were splash shields, not oil-tight enclosures. They were held on with thumb screws so owners could remove them quickly for valvetrain lubrication and adjustment. The pushrods were left completely exposed to the open air between the rocker covers and the block. An oilcan was bolted to a bracket on the firewall so the driver could manually lubricate the overhead valvetrain as needed. Owners frequently removed the rocker covers entirely and drove with the valvetrain fully exposed — partly because the nickel-plated valve springs and rocker arms looked beautiful in motion, and partly because the covers didn't seal anyway. Photographs from the era show Series D cars with one or both valve covers removed, the overhead valve mechanism glinting in the sun. It was an engine designed to be seen working.

The Series D was offered in two body styles: a five-passenger Touring (D-4) and a four-passenger Roadster (D-5), both finished in Chevrolet Green with mahogany interior woodwork and nickel-plated brightwork. The wheelbase was 120 inches. Curb weight: 3,150 pounds. Retail price: \$1,385 to \$1,550. A Ford Model T cost \$360. The Series D cost nearly four times as much and made only 55 HP to the Model T's 20. Chevrolet was trying to compete with Cadillac and Oldsmobile from below, not with Ford from above. It didn't work. Production: 511 cars in 1917, 2,199 in 1918, and 71 in 1919 before the model was discontinued. William Durant — who had regained control of GM and absorbed Chevrolet into it — decided that Chevrolet's future was in affordable four-cylinder cars, not premium V8s. The Series D was killed. The V8 wouldn't return to Chevrolet

for thirty-seven years. When it did — in 1955 — nobody remembered that Louis Chevrolet had already done it in 1917. The first pushrod overhead-valve Chevrolet V8 is on display at the Museum of American Speed in Lincoln, Nebraska. It's been waiting 108 years for someone to notice it was first.



Michael Della Gala's '51 ambulance

July birthday's and anniversaries (there was no July newsletter, and you deserve recognition also)

Birthday's

Meg Hayes	7/10
Dave Valentine	7/15
Bob Regan	8/14

Anniversary's

Peggy & Bob Beck	7/2
Gloria & Carmine Palazzo	7/3
Sue & Richard Palazzo	7/15

Thank you for your membership in our region.

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

Thursday, August 13th

7:00 – 8:30