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ISSUE 122, QUARTER 3

SEPTEMBER 2016

# ROUNDUP 37, Green Bay, WI 2016 Review



Special Thanks to Jerry from Metalcraft for his Medal Design !



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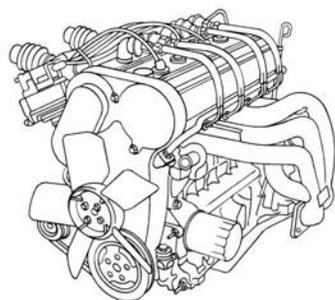
**Deadline for Submissions for 2016 Q4 Magazine is 10/31/2016. The Q3 Magazine is tentatively due out about 12/17/2016. Please submit all articles, ads, etc. to**

**[buddyleejc2@hotmail.com](mailto:buddyleejc2@hotmail.com)**

**Thank You,**

**John J. Cowall**

**CVOA National Magazine Editor**



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# CVOA National Roundup Recap!

Greetings Fellow Cosworth Enthusiasts,

Round Up 37 has come and gone. Over 60 attendees participated in the activities in Green Bay this year with 14 Cosworth Vegas and a couple of regular Vegas. Check out the Round Up notes from host Steve Mayefske later in the Q4 Magazine. In addition to Steve's summary, there are some enjoyable activities Steve left out. Thursday saw a small group head down to Road America to watch the practice session for the Friday-Saturday-Sunday vintage races. There were old F1, F5000, Cart, Trans Am, Can Am, and sports racers from the 60's, 70's, and 80's running in their various classes. Friday started with the Road Rally to and through Door County, visiting a winery, cheese shop, and ice cream. We wrapped up the day with a Trolley Tour of some of the historical sites of Door County on the "Ghost Tour" which a lot of fun and relaxing way to end the day.

Steve also omitted the Saturday Concours judging and some of the specifics for the Autocross. The Malin Family did pretty good in both the Concours and Autocross. CV#0123 finished first in Unrestored Stock with 89 points and CV#1102 scored top honors in Unrestored Modified class with a whopping 51 points. I guess it pays to be the only car in the class.

The autocross was held under full rain conditions, starting several miles before arriving at the track and lasting until at least 30 minutes after our time was over. Unfortunate, but it didn't stop ten participants from taking to the rack, with seven driving Cosworths. Fastest Time of Day was set by Mal Kooiman in his Chrysler Crossfire (*aka former SCCA National Class Champion Mal Kooiman in an aka Mercedes-Benz SLK320 - ed*), followed VERY closely by Mark Rock who also was 1<sup>st</sup> place in Modified Cosworth. 2<sup>nd</sup> place Modified Cosworth, several seconds behind Mark, was myself driving #1102, and 3<sup>rd</sup> place was my son-in-law Andrew Harrison also driving #1102 and 0.2 seconds behind me. Old age and treachery will win out over youth and enthusiasm..... The other notable autocross results were Cat Malin running #0711 (my Cosworth powered '72 Vega) took 1st place in Ladies, with Karol Seman finishing 2<sup>nd</sup> in Ladies driving a Modified Cosworth. Cat's success was really astonishing in that #0711 was the only casualty of the weekend suffering a weekend ending failure on Cat's fourth run, just when she was starting to get the line figured out dodging the really deep puddles in the apexes. We had planned to send #1102 home on the trailer after the autocross, but the circumstances dictated that #0711 take the "drive of shame" being towed off the track and pushed onto the trailer, heading home early while #1102 made the drive back to Green Bay under her own power. As you hopefully surmised, #1102 did make the trip to Green Bay, but on the trailer. No one was brave enough to driver her the 250 miles across the state on only her 2<sup>nd</sup> trip since hitting the road in April. Anna did put over 150 miles on her over the weekend though, with the only minor casualty being a balky CTS that seemed to fail early in the weekend. So we hot wired the CTS, suffered through the cold start and warm up issues, but did fine once it was warmed up. Which is better than #0711 did, making the 35 mile trip back to Green Bay under her own power and riding home to Hudson in the big trailer with #0123. A pair of winning 75 Cosworths! Life is pretty good some times.

For now, #1102 is in hibernation in Missouri while Anna and I work on the new list of repairs, restoration, and modifications. #0123 is sitting in the trailer, and #0711 is sitting in the garage with

fresh ignition (the reason for the on track failure) and running great again.

Thanks,  
Dale Malin



## Roundup 37 Attendees

Steve and Bonnie Mayefske, Green Bay Wisconsin HOST  
Joe and Bonnie Phillips, Green Bay Wisconsin HOST  
Haley, Kendra, and Laura with Chontelle

Jim Pittelko, MN  
Ray and Libby Fabel, IN  
Ron Bensink, IA  
Tim and Lynn Foy, IN  
Jack and Genie Hovick, NE  
Bruce and Linda Jahnke, WI  
Steve and Laura Michelson, IL  
Jim and Mari Heslop, IL  
Bruce Roe, IL  
Roy and Linda Linenberger, IL  
Joe Lathrop, IL  
Bob Chin, IN  
Dale and Lori Malin, MN  
Cathene Malin, MN  
Andrew Harrison and Anna Malin, AZ  
Robert and Marlene Marks, MO  
With Isaac and Christian  
Dan McNally, PA  
Larry Collins, AR  
Dick and Marilyn Bradach, OH  
Brian Pecenco, NC  
Mal and Hyla Kooiman, MI  
Dave and Gayle Elliott, TX  
Dick Baumhauer, MI  
Tim and Karol Seman, NC  
Mark Rock, OH  
Tim and Sue Morgan, TX  
Gelasio Olvera and Ashley Morgan, TX  
Paul Wicker, MI  
Dan and Judy Newman, TX  
John F. and Kathy Cowall, MI  
John J. and Lacy Cowall, MI  
With Chloe  
Mike and Sue Rupert, PA

# CVOA National Magazine Editor Notes

## Editors Thoughts

This year's Roundup was fantastic! It was extremely hectic for me, but I had an amazing time. This was the first "Big" vacation my wife and I took with our daughter, Chloe in a vehicle. Turns out, my Mother In Law bought a Leap Pad for Chloe. I wonder how parents entertained their children without these things! (Nice little jab at my parents... They took my older sister, my younger sister, and myself to the Arlington Roundup in a Cosworth! It must have been pure torture, I was only 6 or so, so I don't remember much of it!) The original plan was to drive across Michigan and through the Upper Peninsula in CV #3090. My wife, Lacy, brought me to my senses and we decided to tow with her Trailblazer. (that led to a whole other adventure, look for that in JCs Region 8 Newsletter.)

theme park that was nearby the hotel on one of the days as well (While I was out at Road America). I am really glad they had the chance to come out and meet every one, and Chloe made a new friend in Chontelle, Joe Phillips' grand daughter!



Field Level at Lambaeu Field. Pretty Awesome, even for a Detroit Lions fan!

You will read about the exploits of the Roundup from Road America to the Monday morning Goodbye breakfast later in the Magazine. If you have never been to a CVOA National Roundup, they are great to attend. You get an opportunity to meet locals in the host Region as well as meet other people who come from across the country for them. We had a really nice turnout, with a few new faces and new (old) CVs. Also, coming to these events allows everyone the chance to show what they have (or have not) been up to over the last year (or even longer! It took me 3 years to get #3090 to a Roundup, and Anna Malin even longer to get #1102 to a Roundup!) If you have a National Roundup coming to your area over the next few years, please take the opportunity to attend, even for a day, you will not be disappointed!

Thanks,  
John J. Cowall



My mom, my daughter, my wife, and me! Enjoying Ice Cream!

Anyway, having my wife and child at the Roundup was pretty awesome. We got to do miniature golf, we got to stop for ice cream, and we got to hang along the shore line in Door County. Steve Mayefske really does a great job incorporating the whole family in a Roundup, not just the Cosworth "Guys" (oh, and for Karol Seman and a few others, Cosworth "Ladies") Lacy and Chloe got to go to a



CV #3090 All shined up for the Concours Event!



Chloe and Me!

# CVOA National Roundup 37, It's About the People!

## IT'S ABOUT THE PEOPLE

Roundup 37 was billed as the Ghost Tour Roundup, and the Ghost Tour Trolley on all the promo literature wore the number "6" proudly on its nose. I paid it no mind. Shame on me. It was an Easter egg hiding in plain sight. Long after the fact I learned from Roundup Host Steve Mayefsky that it signified that this was his sixth Roundup! Incredible. What attention to detail.

But that's characteristic of Steve—someone who is very attentive to detail, who pays attention to and sweats over the smallest items in order to make his Roundups a success.

But there are other characteristics of this year's Roundup host that seem worth commenting upon. Take his ability to think outside the box. He always has something unusual, and usually exceptional, planned for his Roundups. This time it was the Door County Ghost Tour, after some rounds of miniature golf.

In addition, his Roundups are always jam packed with things to do, so add to the above the poker rally, and sightseeing in Door county, and the autocross and the concours, and of course the great lunch and the even greater dinner at his place (Bonnie and her sister outdid themselves this year), and the brauts continued the tradition started at his very first Roundup!



Further, Steve located the Awards banquet in the National Train Museum, had a speaker read poetry to us, served untraditional stew (it was delicious!) and a rhubarb dessert with ice cream—I would not have thought those choices would work, but work they did.

Then, at the end Steve handed out beautiful medallions to everyone. It doesn't get any better than that.

But there is yet another characteristic of Steve that is worth comment—Steve mentioned to me that for him, the most

important part of the Roundup is the people. Yes, we are together because of our love for our cars, but we are also family—the Cosworth Vega family--and nowhere was that more evident than at this Roundup. Most of the Regulars were there, as were some old-timers whom we haven't seen for quite a while, and in addition we had several newcomers who were quickly welcomed into the family like long lost friends, and friends is who they quickly became.

For Steve, the camaraderie and the friendships are what keep him hosting the Roundups, and I understand that. For me too, it's more about the people than it is about the cars.

But speaking of cars and people, all told, I put 1454 miles on my Cosworth this Roundup, with too many of them in 90+ degree heat. I also autocrossed in the rain, and got chilled Saturday evening at the lighthouse as the temperature dropped further than I ever thought it would, and I had to use the heater as Mike Rupert and I chatted nonstop on the drive back.

I had a great time. I had a fantastic time. I made new friends, reconnected with old friends, got to know some friends better, and had fun teasing some of the youngsters. I can't wait to see what Steve and Mike Rupert do next year at the GM Nationals at Carlisle--June 16-18, 2017. I'm already looking forward to our annual family reunion, counting on being surprised, confident that whatever they plan, we will all enjoy.

Submitted by:

Mark Rock



# CVOA National Roundup Autocross Results

## Stock Class

103.03 Tim Foy CV #2656

## Ladies Class

111.56 Cathene Malin CV #0711

125.81 Karol Seman CV #0755

## Modified Class

85.07 Mark Rock CV #3387

100.44 Dale Malin CV #0711

101.30 Andrew Harrison CV #1102

105.47 Tim Seman CV #0755

## Unlimited Class

84.03 Mal Kooiman Chrysler Crossfire

93.60 Jim Pitelko Chevrolet Corvette

99.5 Steve Mayefske Ford Pickup

# CVOA National Roundup Concours Results

## Unrestored Stock

89 points #0123 Dale Malin

85 points #3090 John J. Cowall

70 points #2656 Tim Foy

64 points #2078 Larry Collins

Not Judged #3387 Mark Rock

## Restored Modified

80 points #0079 Jim Heslop

Not Judged #1894 Bruce Jahnke

## Custom

100 points #0755 Tim Seman

74 points #2196 Joe Lathrop

Not Judged #0803 John F. Cowall

## Unrestored Modified

51 points #1102 Anna Malin

## Unlimited

96 points 76' Cabriolet Jack Horvick

Not Judged 76' CV #3136 Clone Dick Baumhauer

Not Judged 73' CV #0711 Clone Dale Malin

## Restored Stock

95 points #1951 Steve Mayefske



# CVOA National Roundup Chief Judge Review

## Concours Chief Judge Review

Saturday was a great day to have the Concours Event. The level of cars never disappoints, and the little tweeks that each owner puts on their car are always interesting to see. We had 14 cars, representing each Class. We even had a few older restorations that owners decided to not have their cars judged. To those who have never been to a Roundup, just because your car is there, does not mean it needs to be judged. Although if this your first or second Roundup, I strongly encourage having your car judged. This is one of the chances you will have to put your car through a Judging system set up specifically for the Cosworth Vega, by Cosworth Vega Owners. It can be very rewarding the knowledge you can gain by showing your car in this setting.



Jim Heslop (white shirt) with Judges John J. (tan hat) and John F. (black Hat) having CV #0079 Judged.

As for the judging, we only had 9 cars to judge, so this year I did not need a lot of help. JC volunteered to do the bulk of judging with me, and I asked Roy Linenburger and Dale Malin to judge my #3090. (I might be too critical of my own car. It was nice to get a different perspective on the car) The scores ranged from 100 to 51 points awarded, 100 being the highest. (you can get higher, with bonus points.) The judging only took JC and I about 2 hours, so about 15 minutes per car. If you have the urge to see what it is like to be a judge, just ask me. The scoring system we use is pretty thorough, and does take most of the guess work out of it. This is the fifth year for this scoring system being used at CVOA Roundups.

I do want to give a few compliments. For various reasons. The first is to Tim Seman. He has been trying to get his car to the 100 point mark for the past 5 years. He finally achieved it. His car is in Custom Class, and the restoration is just beyond perfect. His attention to detail definitely shows, and the car is beautiful. It is truly my honor to get to look over the car. The second big Thank You is to Larry Collins. Though his car did not score too high, he drove the car over 1000 miles from Arkansas just to attend the Roundup. I do love seeing the car driven, and that distance is pretty rare these days. This was the first time meeting Larry (in person, I have contacted



Jack Horvick with his Restore 1976 Cabriolet Vega! He enjoyed the Roundup so much, he just bought a Cosworth!

him briefly via Facebook), and a genuinely nice guy. This is the one of the Best parts of our Organization. The Quality of the people, and Larry is a shining example! The Third compliment goes out to Anna Malin and Andrew Harrison. They brought CV #1102 from the Malin stable. This may not be the best CV in existence, but they brought it, and USED it! I really appreciate that they were not upset at me being critical to the car, and then being able to hear the plans, that maybe one day this car can become a top tier CV. I loved it!

Lastly, Each CV has its own persona. When judging the car, you get



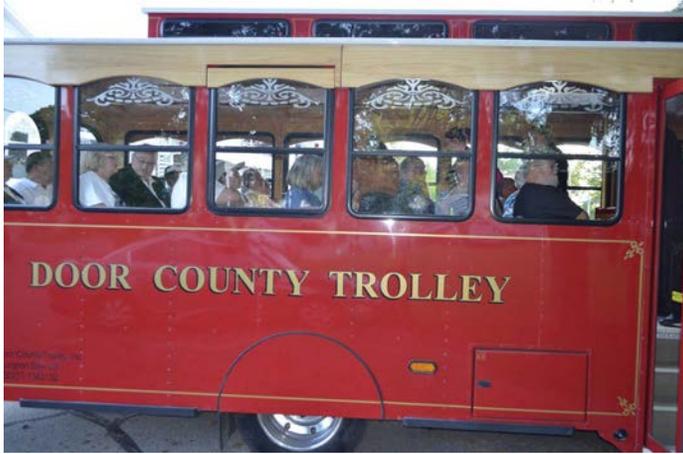
Joe Lathrop's CV #2196

a feel for the owner, and the car. I do think I get a better appreciation for each owner by seeing certain details and different views that each owner takes with their cars. I also appreciate the opportunity to give 1 on 1 feedback to each owner. Some owners, Like Jim Heslop, had plenty of questions on how and where to focus his energies to take his car to the next level. And to see the satisfaction of how unique their car is to everyone else's cars, like Joe Lathrop. Seeing his pride for his car defines what this is all about. Thank You, All of you. It was my pleasure!

John J. Cowall

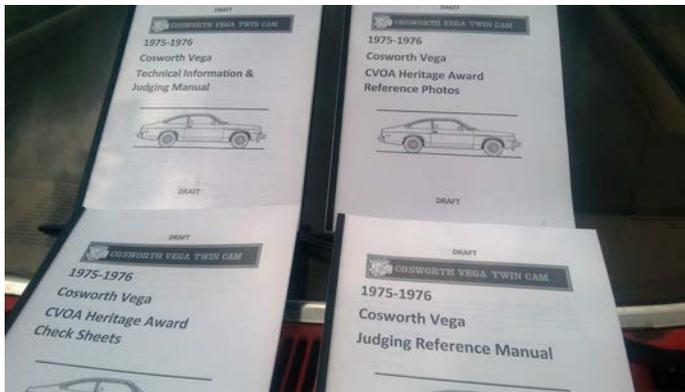
Chief Judge





# CVOA Heritage Gold Award Introduction!

For the past 5 or so years, an idea has been kicking around in my head. I had been driven by one of the original statements for the creation of the CVOA. "To preserve the Heritage of the Chevrolet Cosworth Vega." I have expressed this idea to a few members, and most have said it would be tremendous achievement if it came to fruition. This idea is a "Pinnacle" type award for the Cosworth Vega. Something very similar in design and execution as the NCRS type nominations for Corvettes or Bloomington Gold type awards for the Corvette. Both of these awards for Corvettes help to distinguish the cars that are preserved and or restored to top notch levels to an original standard of how the Corvette came off the assembly line. My idea was to create this award to be given to Cosworth Vega Owners who have meticulously maintained the Original Standard of the CV as it came down the assembly line. This is an award outside of the National Concours Event, and one that is more thorough than the Concours Event guidelines. Not Every CV will be eligible to compete for this award. "This is for the Best of the Best" Cosworth Vegas.



To be eligible for this award, the owner needs to be a CVOA Member in good standing. The application needs to be submitted at least 3 months in advance to the National Roundup. The owner needs to be present at the examination, and all official examinations will take place at the CVOA National Roundups. The owner needs to submit the application and a few pictures of the car to be vetted before being accepted. This is a first come, first served application process.

The judging team will be led by myself, John J. Cowall, and Barry Connally. There is a small group of dedicated CV enthusiasts who have helped develop this program, and it has been in development for the past 8 months. We have tested this on a few cars, and feel we have created a fair, inclusive, standard for any car to be examined by.

A few benefits of achieving this award. The recognition by the CVOA that the CV awarded is one of a select few to be deemed as close to original standards of GM as possible. Also, it creates pedigree and provenance for the car and owner. Another benefit is

to use the scoring sheets and technical guide in re-building, detailing, or restoring a Cosworth Vega. The scoring system is designed to focus on what makes our cars so unique.

There are 2 levels to this award. The first award is the "Heritage Gold Award". This is given to the owner of the car if it achieves a 95% or higher in regards to points awarded. The second level is called the "Heritage Silver Award". This is for cars that score 90% to 94.999% for total points awarded. The scoring will be about 4700 to 5000 points, based on options, etc. for each specific car. (EX. If a car has the SkyTrends Sunroof, the car will have more points examined than a non-sunroof car.) The judge's decisions will be final and absolute for the scoring system.

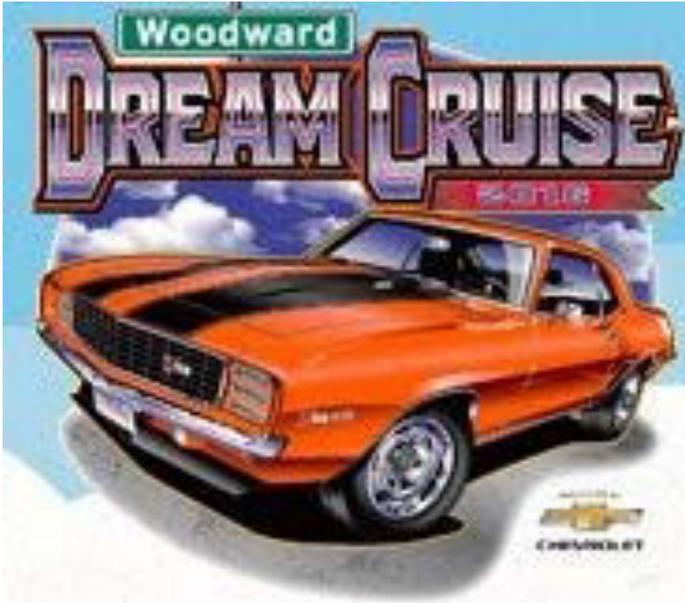
I am happy to say that the initial roll out of this award will take place at the CVOA National Roundup in 2017. There are 2 open slots left. 1 spot has already been filled. If you are interested in submitting your car to the rigorous examination, please feel free to fill out the entry form at the back of this Magazine. In the next few months, the scoring sheets and judging guidelines will be available to be downloaded through the CVOA Website, [cosworthvega.com](http://cosworthvega.com). 2 Cars will be examined on Thursday, and one will be examined on Sunday. The awards will be presented to the owners at the Roundup Awards Banquet.

If you have any questions about this award or the process to be used to exam cars, please contact me at [buddylee-jjc2@hotmail.com](mailto:buddylee-jjc2@hotmail.com).

Submitted by John J. Cowall



# Region 8 Regional Roundup 2016



Woodward Dream Cruise 2016 Detroit, MI

On Saturday August 20<sup>th</sup>, 2016. The 3<sup>rd</sup> Saturday in August has become a Car Lover's date circled at the beginning of the year. This Car Cruise is enormous. This event covers over 10 miles of road, with cars lined up on both sides and cruising from end to end. People come from across the country, and from across the world, to attend this Event. Region 8 Director, John F. Cowall (JC), hosted his 5<sup>th</sup> annual Regional Roundup about 1 mile south of the epicenter of the Dream Cruise. Members from Indiana, North Carolina, Ohio, and of course Michigan were in attendance. We had a great turnout of CVs with 9 in attendance, 1 V-8 Vega, and a Pontiac Sunbird Safari showed up as well. The Michigan region had a phenomenal turnout, with CV owners coming from around state, with or without their Cosworths. Pictures do not do justice to the Dream Cruise. But here is a taste of what Region 8 was able to show during this tremendous affair.

John J. Cowall



# CVOA National Roundup 38 GM Nationals

## Carlisle, PA June 15-18, 2017

Hello Ladies and Gentlemen,

The hotel we are staying at and the dates have been moved for us to Thursday 6/15/2017 to Sunday 6/18/2017. Here is the info Steve gave me for the Hotel.

We have a block of 20 rooms reserved under "CVOA" right now. With this being GM Nationals Weekend, they will try and get us more rooms once the block of 20 is filled, possibly up to 35 or 40 rooms. But, we only have the 20 right now. The woman strongly suggested to Steve that we reserve our rooms well in advance. She said once the 20 is filled, if they have more available, they will set another 10-15 aside. SO RESERVE YOUR ROOMS EARLY!

The Hotel is

Park Inn by Radisson / Harrisburg West  
5401 Carlisle Pike  
Mechanicsburg, PA 17050  
717-697-0321  
[www.parkinn.com/harrisburgwestpa](http://www.parkinn.com/harrisburgwestpa)



Our Reserved rate for the first 20 rooms is \$119.00/ night. Our Banquet will be held on Sunday at the hotel. This is about 15 miles from the Carlisle Fairgrounds.

A brief Itinerary is below. (Based on the info I have gathered. Subject to change)

### Friday

10 am - 5 pm Gettysburg Bus Tour (I assume the Directors Meeting will be held at the hotel at 8pm on this day?) Remember, according to Mike R. This will be a first come, first serve type of deal. Only a limited amount of spots on the bus, roughly 50 people. If a second bus is required, we would need a decent amount to get close to the 50 to have 2 buses going. (More info on this to come, but this is all I have the present moment)

### Saturday

9 am - 7 pm GM Nationals Show Field (concour's judging will be done this day. Time not yet scheduled)

### Sunday

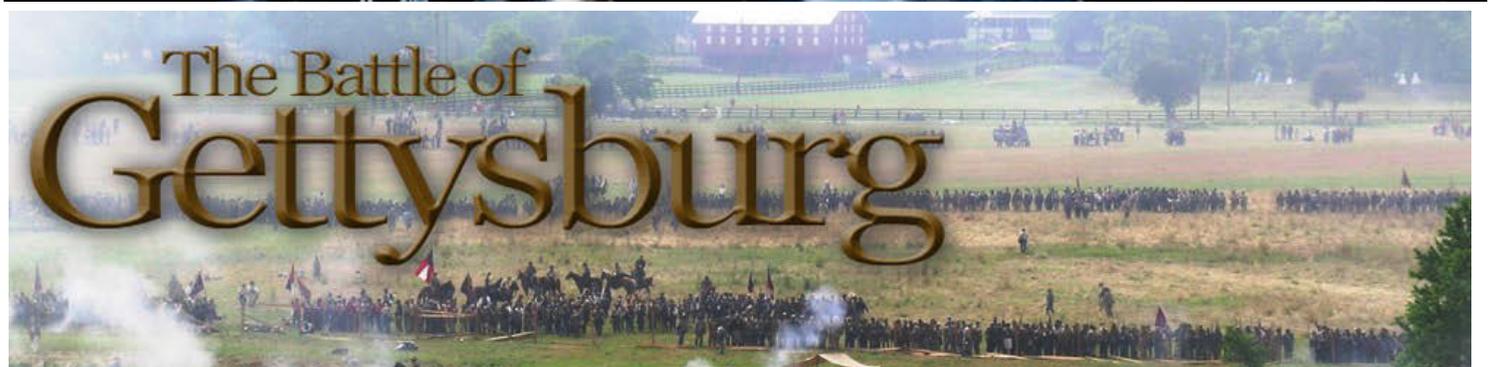
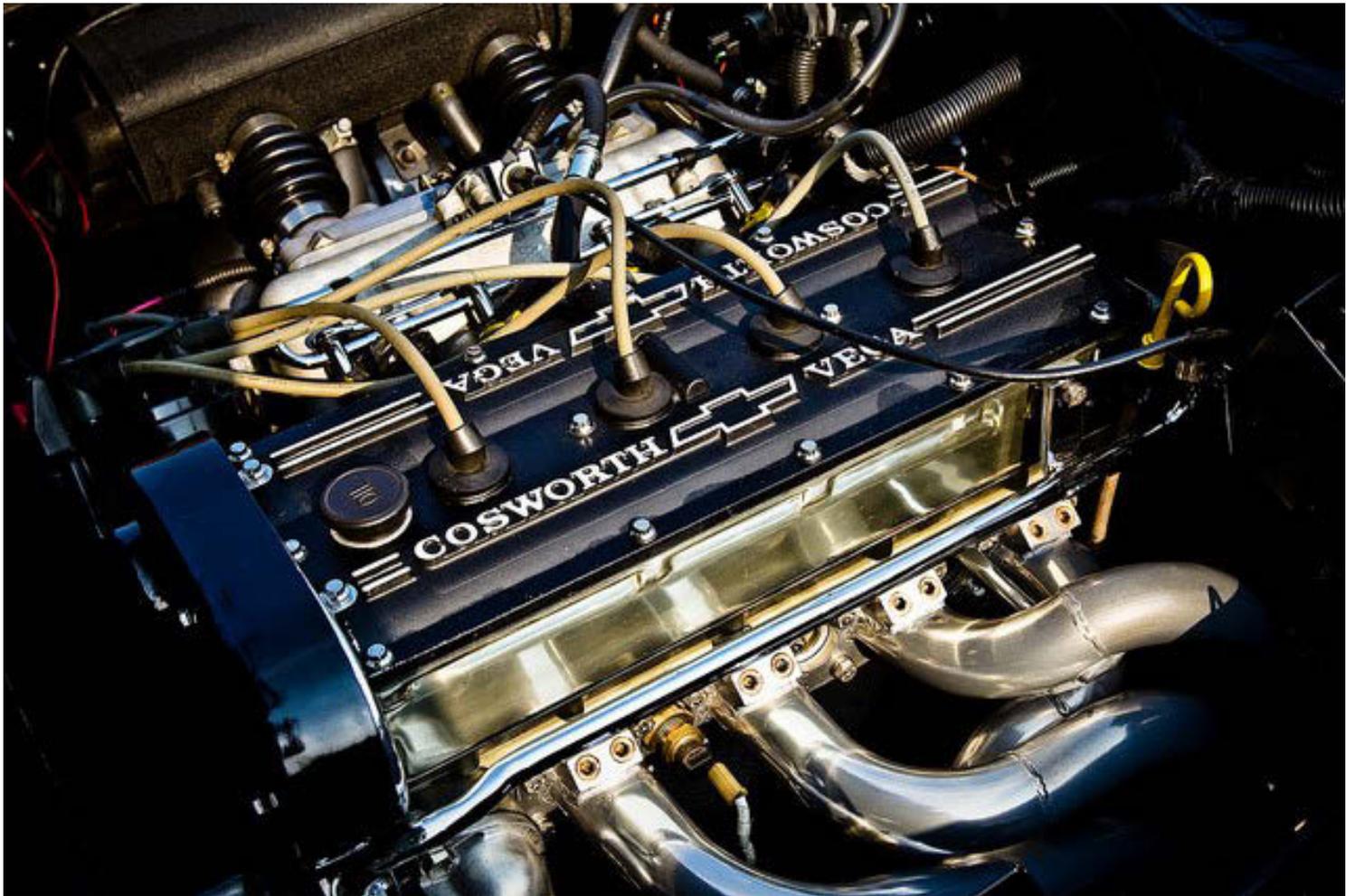
9 am- 4 pm GM Nationals Show Field (To Be Determined) We may have a Heritage Award Judging Session for all to observe.

6pm-7pm pre - banquet gathering

7pm- 10 pm - Roundup Wrap up Banquet

\*\*REGISTRATION FORM WILL BE AVAILABLE IN THE 4TH QUARTER MAGAZINE AND WILL SOON BE ON [cosworthvega.com](http://cosworthvega.com) IN A PDF DOWNLOADABLE FORM

# CARLISLE® AII-GM Nationals



# CVOA Regional News

## Region 1 and 2 (Presently Merged Together) (1)

MA, RI, NH, ME, VT, CT (2) NJ, NY

Director, John J. Cowall

. We recently have 3 new Regional Directors, one along the East Coast in the Carolinas, Kentucky, Tennessee, and Jim Rigg's former Regions out west. I have been on the lookout to find someone to represent you and be a contact person for all of you and communicate with you on Regional News and National News. I will be your acting Regional Director for the foreseeable future! I volunteered to do this for all of you! My name is John J. Cowall. Over the years, I have met many of you. Some of you I have interacted with on Facebook, and others I may not have met or interacted with at all! I live in the Detroit, MI area. I have been to numerous Roundups, including the very first one! (I was about 5 or 6 then!) I have grown up around CVs literally my whole life. I just turned 40, and currently own 3 CVs. My contact information

John J. Cowall

1755 Cleveland Ave.

Lincoln Park, MI 48146

E-mail - [buddyleejc2@hotmail.com](mailto:buddyleejc2@hotmail.com)

Phone – 313-618-1821

Work Phone – 313-841-8600 (8 AM – 5 PM Eastern Time Zone)

If I have not contacted you and you are in these Regions, please contact me, or I will be in touch soon. The best way to contact me is via e-mail.

## Region 3 PA, DE, DC, MD, WV

The Riegelsville Fall Roll Out, which will be Sunday November 6, 2016. Some details are below:

No Vehicles newer than 1990  
Vintage, Antiques, Street Rods, Customs & Trucks  
Automotive Flea Market- Vendors space approx. 20x30  
\$25- Vendor Pre-registration available  
No entry or registration fee- First 475 exhibitors receive dash plaques  
People's Choice Trophy Awards  
Borough Ordinance NO pets or bicycles!

Unfortunately the gathering at Island Dragway in NJ turned out to be a bust and there was no interest in the get together we planned at Gerry Cross' warehouse.

Fortunately next year is Carlisle and a lot of locals will show up.

Submitted by John Williams, Regional Director

## Region 7 (Merged) OH, Region 8 MI, Region 10 (Merged) IN, KY

Roundabout Roundup and Autocross BY MARK ROCK

Green Bay, and more precisely Suamico, location of the 2016 CVOA Roundup hotel, were a mere 544 mile drive from Columbia Station, OH if I drove through downtown Chicago on the Dan Ryan Expressway, which would of course add an hour or more to an otherwise eight hour and 4 minute trip.

Temperatures on the drive from the southeast side of Cleveland to Chicago in the late Thursday afternoon heat were predicted to be in the mid-90's, and so I was tempted to drive my 2014 Malibu and travel in comfort instead.

Honestly, I was sorely tempted. The Malibu has AC, about 25k fewer miles, all the creature comforts, a softer ride, and it would get about the same gas mileage(!). Sounded really enticing. But then I thought, where's the challenge in that? Besides, I have a reputation to uphold. And my Cosworth isn't black, so maybe it won't be quite so hot.

On the other hand, if I took the Malibu, I'd be able to set the cruise, listen to the radio, and enjoy a quiet interior. In the Cosworth I'd also enjoy a quiet interior, but only because I'd be wearing 3M's comfortable disposable earplugs, with an NRR (Noise Reduction Ratio) of 29dB, for the entire trip, which meant no radio. Oh well, my Cosworth's radio doesn't work all that well anyway.

What to do? What to do?

I vacillated back and forth the whole week before the Roundup. In the end I just couldn't resist the lure of the autocross at the Go Cart track. In all my years I have never been on a course that is as challenging and as much fun as this one. It just wouldn't be the same in the Malibu, so Cosworth #3387 it was, with a cooler full of cold water sitting on the passenger seat within easy reach.

The trip was eventful in many ways, but most of those stories are for another day. Here are a few things you might enjoy.

I started out heading west on the Ohio turnpike, boring directly into the bright late afternoon sun. I departed at precisely 4:00 pm, full of trepidation. I pretty much hadn't driven the Cosworth since a Saturday round-trip to the Woodward Avenue Dream Cruise nearly a year earlier, and I certainly hadn't done any more than check the tire pressures, oil and coolant levels, and wash the windows, before my late afternoon departure. With 73k on the odometer of a 40 year old automobile, I feared I was tempting fate.

Nevertheless, with the sun visor down, both vent controls pulled all the way out, and only the passenger swingout open, I cautiously crept up to the 70mph turnpike speed limit.

## Region 7 (Merged) OH, Region 8 MI, Region 10 (Merged) IN, KY

Director, John F. Cowall

My Cosworth was really quiet (those earplugs really work!), the steering was tight, the temperature gauge needle barely lifted off the lowest mark; I quickly relaxed and soon began to chafe as car after car and truck after truck passed me by. Ok. Enough of this. Time to nudge it up a bit. Soon I was running at a steady 75, and not worrying at all about the gendarmes. After all, they give you five. Right?

Anyway, fewer cars and hardly any trucks now passed me, but Green Bay seemed so far away, so I inched it up again. Gee. It seemed even quieter and smoother at 80 than it did at 75. Wow. This is living. I waited for a train of 80 mph cars and became the caboose. And I stayed relaxed, still unconcerned about a possible ticket.

Even at a steady 80 a few cars still passed me. A very few, but a few. #3387 was running so well at 80, I just had to run with the big dogs up front. So I hopped onto an 85 mph train and rode it for miles and miles and miles. It was still quiet, still comfortable, and the extra breeze flowing through the oven of my interior made the increasing worry about a ticket worthwhile.

For most of Ohio and much of Indiana it was 80 or 85. For Illinois, around Chicago, well, does stop-and-go tell you anything, even at 8:30 in the evening their time? The only good thing was that it had begun to cool off, and Chicago was where I was spending the night, with a plan to hang around until 9:30 the next am, after most of the morning traffic had dissipated.

That's what I did. Shortly after 9:30 I checked the oil, inserted a new set of earplugs, fired up Google Maps on my phone, set the volume to the highest level so I could hear it through my earplugs, and headed up I-94 toward Green Bay.

Unfortunately, once north of Chicago traffic seemed to be moving a little slower than it had yesterday, so I mostly cruised to Green Bay at 75, and only occasionally at 80, enjoying the quiet and the slightly lower temperatures.

After I exited the highway and neared the Roundup hotel I encountered something that I don't have much experience with—Roundabouts, sometimes known as traffic circles. There is only one that I can think of in the Greater Cleveland area, and I remember a few in New England from more years ago than I care to remember, and so I was stunned to find a roundabout at nearly every intersection between the 4-lane and the hotel, and between the hotel and Steve Mayefski's.

Driving around on Friday and Saturday I encountered more roundabouts than I can even count. It seemed like they were everywhere. If I went around one, I went around 100.

They were a bit daunting at first, but that was because I was viewing them as an obstacle instead of a challenge. Once I thought of each Roundabout as a mini autocross course at every intersection, I began to look forward to them. Wheee! What fun!

Fast forward to Sunday. I had checked the weather a few days before I left Ohio and expected a sunny, hot weekend. Imagine my surprise when someone said rain was expected for the auto-

cross on Sunday morning. "What!?", I exclaimed. "Rain? No way."

Way.

Oh well. The plan was to go to the track anyway and run in the rain if we had to. But first things first. The car was fueled, but I wasn't. Breakfast at the hotel was the first priority, and there Steve Mayefski, remembering how motion sick I got at the last Roundup while running the electric go karts, hooked me up. "Here, take this," he said as he popped an anti-nausea pill from a packet. So I did, with some orange juice. And promptly forgot about it.

Sure enough it poured as we left, and it rained steadily as we arrived at the track a half an hour later. The steady, soaking rain came down so hard they had to have the drivers' meeting indoors.

But they were going to run. Yes! I didn't come all this way in my Cosworth not to autocross. Where's my helmet? Let's go.

Now, think about this. My car, more than half my age, turned the odometer over 73,000 miles on the trip up to Green Bay. I haven't done any work on it for the last four years. Zero. Zilch. Nada. I had to drive at least another 544 miles to get home, and I had to be back at work on Tuesday.

On top of this the track was soaking wet. There was a big puddle of standing water at the apex of one tight curve, and a lake of standing water that took up half of the track at a sweeping curve. Hoo boy. This was going to be something. No margin for error at all.

"Bring it on!"

I decided to start off easy and work my way up to a faster and faster speed, knowing that I could have as many runs as I wanted. I was already fairly familiar with the course from previous Roundups, so I knew when to push and when to ease off.

I fairly quickly discovered two things. First, I could feel the beginnings of motion sickness on my first run--perhaps I should have taken two pills. Second, my tires didn't seem to be having any problem with the rain or the wet pavement. They were grabbing pretty good.

So I took another run and then another, and with each one felt a bit more motion sickness as I pushed harder and harder--but my times came down and down. Finally, after about 6 runs I decided that I'd had enough. I wasn't really sick, but I wasn't enjoying it so much anymore.

I dropped off the loaner helmet and was about to get back in my car when Bob Marks asked if Marlene could ride with me for a lap. Oh. Ok. Let me get my helmet back.

As I returned to my car with the helmet in my hands, there, two car lengths ahead, Marlene had the door of Mal Kooiman's Chrysler Crossfiere open, preparing to get in. She looked up and saw me getting into my car, and I could see indecision flash across her

## Region 7 (Merged) OH, Region 8 MI, Region 10 (Merged) IN, KY

### Director, John F. Cowall Roundabout Roundup Continued

face--what should I do? I didn't get my helmet for nothing, so I vigorously motioned to her to come back to my car. She decided, begged off with Mal, and came back to ride with me. Ok, I thought. Now I really need to put on a good show.

As we waited in line for our turn I learned that Marlene had never ridden in an autocross, and had never driven in an autocross. I warned her to hold on, but not to be scared, and to enjoy the ride. I said I'd try to give her a running commentary as we went along, so she could gain an appreciation for what I was doing and why I was doing it.

Soon it was our turn, and off we went. Now here's where machismo kicks in. I had a passenger who was observing me, and I had to impress. I couldn't mess up. I had to give her a good ride. So, all thoughts of motion sickness gone, off we went. I went even harder than I had when I was alone, in part because I knew the added weight would slow me down a bit, and to impress.

I made some small errors here and there, but it was a fairly good run. I missed the lake inundating half of one big turn, which wasn't hard, but then I put the passenger side wheels in the huge puddle at the apex of the other turn, spraying water EVERYWHERE! That was the fastest line through that corner, and besides, it was on her side of the car, and besides further the windshield wipers were already running so I didn't have to lose concentration to flip them on.

It was a good run. A better time than my solo times. I was pumped, and asked Marlene how she liked it and if she wanted to do it again. "Yes. Again!" That was all I needed. I was back in line in a flash.

Well, I messed up on the next run, putting two wheels in the grass coming off the turn just before the lake. I slowed down, got back on the pavement, motored casually around the lake, explaining that whenever you make a mistake you get yourself together, take a deep breath, and then just use the remainder of your run for practice. Then that's what I did, and I found myself pressing even harder and doing even better than I had on any previous run. I so impressed myself with the last half of the course that when we finished I said that I messed that up and that we needed to go again. I didn't give her any choice, but she said OK anyhow.

I had no idea how my times compared. I knew that they kept dropping, and I also knew from experience that I was turning in good times, and so I wanted to put together one final, smooth, fast run to cap the day. My motion sickness had vanished and I was READY.

We lined up and off we went, I can still remember making the first downhill left and standing on the brakes at the bottom before the sharp left, thinking about how puny the front brakes were, with 73,000 miles plus on them, and lamenting that I had never upgraded to the bigger Monza brakes.

But I had no time for such recriminations as the chicane was immediately in front of me, and I couldn't go too fast or I'd never come out of it lined up for the next turn. Slower into the chicane meant faster out and a quicker lap time, so I held myself back and

made it through nicely, just on the ragged edge of control as I exited.

Around I went from turn to turn, throttle to the floor, breaking hard but smooth, paying close attention to my traction. I missed the lake and set up for the corner after, accelerating hard, (well, as hard as that old Cosworth could) uphill.

Around several more curves and I was back to the bend with the big puddle, which had filled back up, and WHAM!, into it again with the right side wheels, splashing water 20 feet away, then hard on the throttle, amazed that I didn't lose traction as I went uphill into a level sweeping right-hand turn before the last hard right before the timing lights. Smooth, smooth, smooth I kept telling myself, and maybe I even said it aloud. I was concentrating too hard to remember.

As I came around that last hard right I poured on the coal, eyeing the timing lights on the left, saying to myself, "don't hit them, don't hit them," but also saying "keep the power on, you can make it."

Once I knew that I was not going to lose it, and that all that was left was to drive through the lights, I said to Marlene, with conviction, "That was a good run!" I knew it. I could feel it. As we crossed the finish line I looked up for our time. 85.07.

I was satisfied. I knew had done well. I knew I had gotten almost everything I could out of my car on that run. That was just about as perfect as I could do it, I knew.

As Marlene and I came into the pits and I saw that Mal was in line and didn't have anyone riding with him. I urged her to go see if she could hitch a ride with him, so she would have something to compare. I knew Mal was an SCCA national autocross champion, I knew he was a fantastic driver, and I knew that his Crossfire was far more car than my essentially stock 1976 vintage ride, so I thought that having ridden with me, she could now fully appreciate the ride with Mal. Off she went.

Later, up in the observation room, John Cowall came over to shake my hand and tell me I had done a fantastic job, and that I was barely one second behind Mal, who had Fastest Time of Day, an 84.03 to my 85.07. John added, with amazement in his voice, that no other Cosworth was within 15 seconds of my time!

Stunned, I didn't know what to say, other than "Thanks!" Then Mal came over and added his hearty congratulations and praise too.

I'm still in a daze. I want to know what was in that pill that Steve gave me. I want Marlene as my passenger from now on. I don't want to run in the dry ever again. Quite simply it was a run I'll never forget.

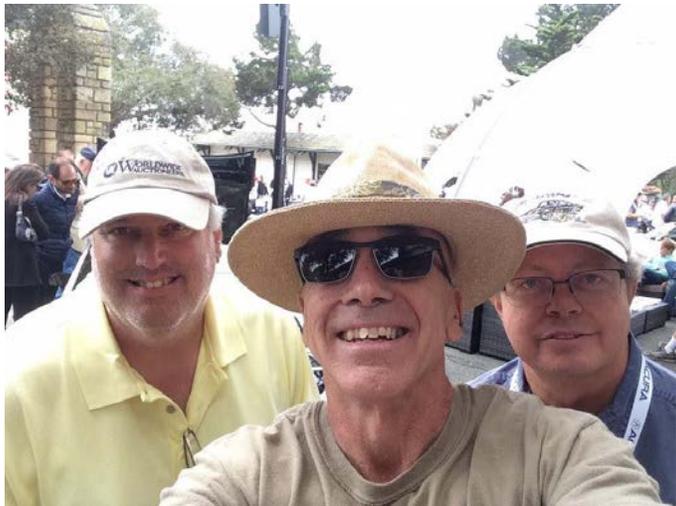
The more I think about it, the more I think I know what helped me to make that run—it was all that practice on the Roundabouts!

Submitted by: Mark Rock

## Region 13 AZ, NV, NM (Merged) Region 16 CA

### Director, Bryan Pridmore

Wrapping up a great week in Monterey with Bryan Pridmore and Mark Schwartz sharing a good time and garnering honors and well deserved publicity for our beloved little cars.



Kicked off the week with #2843 earning 2nd in the American Sports Class at the prestigious Carmel Concours on the Ave, losing to a beautifully restored '54 Nash-Healey Le Mans, while besting a Studebaker Golden Hawk and six Corvettes (2 C1, 3 C2 and 1 C3). The Cosworth was favorably mentioned and pictured in Autoweek and Car & Driver's Magazine online coverage of the event.

We celebrated the win at Classic Motorsports Magazine's annual Monterey kick-off event at Carmel's Folktale Winery at which both of our Cosworths received more than their share of favorable attention.



Next on the car show agenda was Friday's The Quail - A Motorsports Gathering, arguably the third most prestigious Concours in the US, only after Pebble Beach and Amelia Island. So prestigious

and popular that only 1 in 10 applicant cars are invited and the opportunity to purchase spectator tickets are awarded by lot, the honor is having one's car invited to exhibit. Some 4,500 spectators paid \$600 each to experience the world's finest automobiles. Grouped into an all inclusive Post-War Sports Car Class consisting of a variety of Maserati, Porsche, Cobra, Tiger, E-Type, Aston-Martin, Lamborghini, De Tomaso, Ghia and the only other American entry, a '64 Ford R-Code Galaxy 500 XL, peer voting awarded the single well deserved class trophy to an immaculate '61 Maserati 3500 Vignale Spyder.



All was not lost however as USA Today's automotive journalist interviewed me and filmed a segment as part of their coverage for Monterey Week. David Grainger of "Restoration Garage" also filmed the car and conducted an interview for a future show. In both instances, the Cosworth was the only car in the class so sought out. Is that cool or what?

Lastly, was Saturday's now infamous Concours D'LeMons. Sadly, a Ford LTD wagon riding a dually chassis took the class, but the Cosworth was again sought out and photographed for a feature article in a future issue of Grassroots Motorsports Magazine.

Was the trip worth it? Hell yes!!

Everywhere we went our cars invariably drew an admiring crowd, we spent much time telling and retelling the story of the cars and answering numerous questions. Even in the shows, the all original 427 Cobra or Top Flight C2 sat forlornly while people gathered inquisitively to see and admire the CV. It was truly a sight to see.

Submitted by Barry Connally<meta

# Phoenix Graphix Strip Kits New and Improved!

Phoenix Graphix has updated their database. See the new and Improved Lettering scanned from CVOA Originals. Use the coupon code to receive \$20.00 off a set of new Cosworth Vega Stripes!



Top Box is the New Improved Phoenix Graphix Labels. The bottom pic is from an unrestored original Cosworth Vega. The color variations are due to the lighting of the pictures. I held the lettering up to CV #1000 (which as the 2nd Generation CVOA Reproduction labels) and the color is perfect. Also, Phoenix Graphix stands behind their product. Any issues, just call them, they will help!

# CV #3273 74,000 Mileage in Republic, MO for Sale!



**Description:**

1976 COSWORTH VEGA {Survivor}.Mileage: ???? the Car showed 72168 at purchase now 74700. This Car is a GOOD DRIVER! {Anywhere}. I purchased this Car in 2010, it is in SHOW CONDITION. I have shown this Car many times over the past 6 years, people are amazed when they see the Engine, all the stickers are in place. The Engine was totally rebuilt in 2005, plus the Head, new radiator, new Water pump, new Clutch, new Starter, Deferential checked and Adjusted, new Pinion seal. This Car is RUST FREE because it had the ZIEBART Rustproofing treatment at 721 miles. This Car is a Number Matching car. This Car Has New Tires, New lift Pump in tank, New Muffler. I will include 3 GM shop Manuals for 1974-1976 Vegas. If you have any questions call me, Don @ 417-732-1794. Hagerty value of 1976 Cosworth Vega \$8,600 OBO; watch for price reduction; call for information. Take advantage of this CAR, it is a REAL RUNNER since I have set the timing up right, this Car cruises 80-85 mph with ease. I also have all original paper work, Owners manual, and more

CONTACT—Don Craighead, 515 Mitchell Ct., Republic, Mo. 65738 417-732-1794

**Price:** \$7,000 obo

Region 7 member David Dempsey has NOS Cosworth Vega upper radiator hoses for sale – not really. That’s OK since NOS hoses would be 40 years old now! What David has are new production Gates hoses that have been stamped with the original part number and markings that the Cosworth Vega came with from the factory.

For those who do not know David, he has two excellently restored Cosworth Vegas, and has won numerous CVOA Round Up Concours events as well as his class at dozens of local car shows over the years. His work is meticulous, and the hoses are beautiful reproductions. I have purchased two of them for my Cosworths. David is offering the new correctly stamped upper radiator hoses for \$35, shipping included, which is a really good deal.

David also has a stamp for the lower hose, so if you purchase a new lower hose from the CVOA David will stamp your hose for \$5 plus actual shipping to return your hose to you. He’s not looking to get rich off hoses, just hoping to re-coup his investment for stamps. Contact David Dempsey directly at [dempsey2995@att.net](mailto:dempsey2995@att.net) to make arrangements for purchasing upper hoses or to have your CVOA lower hose stamped. And if you are attending the Round Up there will be some for sale there also.



# FIV REPAIR

Does your CV race to 3000 or 3500 rpm on cold starts? Your Fast Idle Valve O-rings, brittle from heat and age, have undoubtedly broken.

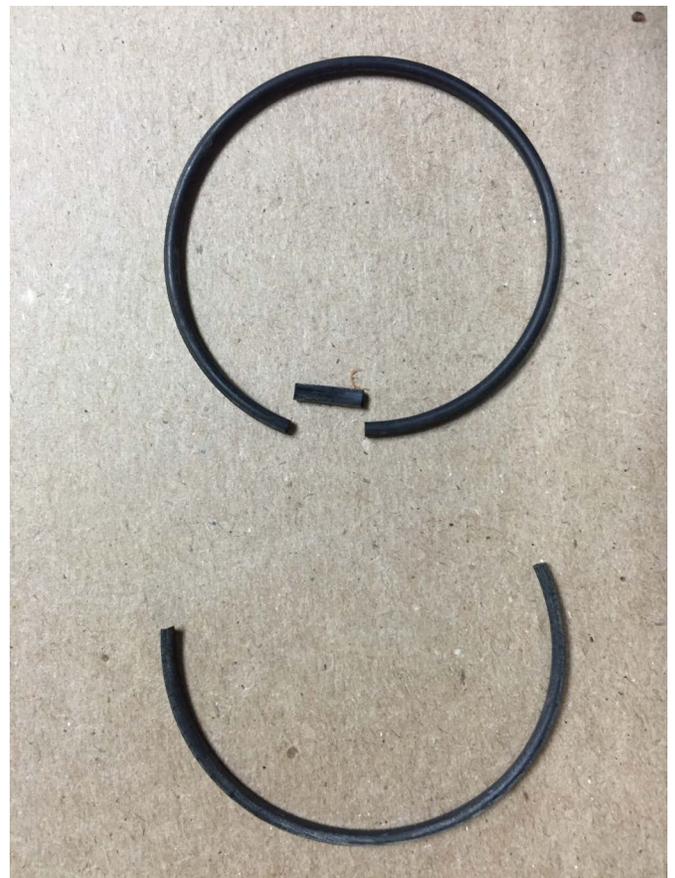
Restore your FIV to like-new performance with premium Viton oil and grease resistant parts. DIY Rebuild Kit \$24 (incl. S&H)

Rebuilt FIV \$75 exchange\* (plus \$6 S&H)

Rebuilt FIV \$175 outright (plus \$6 S&H)

[markarock@gmail.com](mailto:markarock@gmail.com) 216-789-3480 cell

\*Refundable \$100 core charge



## Featured Cosworth Vega for Sale



1976 Cosworth Vega # 2653 for Sale.

This car is the Real Deal, All Original, with only 275 Miles! This car is in Pristine original condition. This car was in the Possession of a Dearborn, MI Dealership, Les Stanford Chevrolet. They stored this car in doors, and stayed in touch with the CVOA off and on until the car was put up for auction a few years back. This is one of the lowest total mileage CVs in existence. Vin # 1V77O6U182958, soft-ray tinted glass, swing out rear side windows, color keyed floor mats, door edge guards, electro-clear rear defogger, positraction rear axle, windshield antenna, radio delete. \$25,000 firm. This is the real deal!!! I have lots of pictures. Email me your name, phone # best time to call or call me:

Al Hernandez  
[alstovebolts216@aol.com](mailto:alstovebolts216@aol.com)  
 941- 302- 3220



### Cosworth Vegas for Sale

1975 Cosworth #1398 This is the Turbo Cosworth Owned by Scott Baumgarner. This car has been to numerous CVOA National Roundups and Regional Meets. This car has boasted a 12.98 Quarter mile time! Re-painted a nice Metalflake Black Paint about 15 years ago. Interior in good shape, with 1976 black Vinyl CV seats. Asking \$12,000 or OBO. Contact Scott at 440-789-6040. Car and Scott are in Ashtabula, OH.



(2) Cosworth Vegas for sale. A 1975 (#1300) for parts and a 1975 (#0587) for full restoration. Best offer. Pictures available. Please call Alex at 845-658-9337 or e-mail at [chilcotts@aol.com](mailto:chilcotts@aol.com). Alex Chilcotts

If you are looking for project cars I have three Cosworths for you. There has been little or nothing done to these cars for past 20 years. I have developed arthritis and can do little with these cars and I have just lost interest. They are all restorable as there is little body rust, but will need some minor body work, paint, and interior work. They were last run in the 1990s. I have no set price, so everything is negotiable. Here they are:

1. 1975 #920 black with white interior. It has 8785 miles on it. It may just need a super cleaning inside and out. In 1995 it was in showroom condition and I won the "Gold Spinner" at the Chevy-Vette Fest in Chicago. I have done nothing with it since that time. It is covered and has been garaged since 1995.
2. 1976 #2797 Firethorn with tan interior. It has 53875 miles on it. The body is rust-free, but there are some dents that need work. It will need a lot of interior work. It will need a complete paint job. It does have a Sky-Trend roof on it that will need some work. The engine in this car is from a 1975 Cosworth, as the original engine was sleeved with 9-1 pistons and the sleeve slipped, blew the head-gasket, and the gasket and sleeve will need to be replaced.
3. 1975 #416 with white interior. This car will need a lot of work. It is relatively rust-free, but the interior will need a lot of work. The engine for it is in car #2797. The car was originally owned by Dale Coyne, drag-car racer and Indy Driver from Minooka, Illinois.

Along with the cars, I have enough spare parts to make at least one complete engine and other parts that I got when Grimm Chevrolet in Morton, Illinois got rid of their inventory of Cosworth parts. These go with the Cosworths. I need help giving these cars a new home.

Contact Jim Stallwitz -

4410 Meadow Drive  
Pekin, Illinois 61554  
[309 925 7881](tel:3099257881)  
[jstallwitz@gmail.com](mailto:jstallwitz@gmail.com)

1976 CV #3090 Medium Saddle Metallic/ Buckskin Vinyl 62k mileage. 2nd Rarest CV color. Mostly original paint, roof was re-painted. Car has undergone a mechanical freshening. Rear main seal, belts, and hoses. Numbers matching engine. Converted to a 5 speed (originally a 4 speed, has a 3.73 non posi rear end). Complete interior restoration. Seats re-done with correct materials, interior plastic panels painted with SEM products 6 step process, new carpet, etc. Engine compartment fully detailed. Great driving car. Asking 10,500.00 OBO. Contact John J. Cowall 313-618-1821 or [buddyleejc2@hotmail.com](mailto:buddyleejc2@hotmail.com) (need to move one of my 3 CVs)



Cosworth Vegas for Sale

1976 CV #2720 Lare Wardrop's son Kyle, is selling his 76. It is posted in the CVOA classified ads on our website. Asking \$6000 From California Recent Paint job in 2015.



1976 vega cosworth # 2671 with approx 60K miles, black color extensive rebuild / restoration with "75" 4-speed trans, clutch, flywheel and shifter bushing kit as well as brake and clutch pedal pads. Sodablasted and refinished in 2010. new decals, interior carpets, tach, speedometer gauges and headlight trim rings , headliner. New valves, valve seat shims, ported heads. Cam sprockets re-indexed by Roy Linenberger New fuel filter, fuel lines , water pump, ignition wires, gaskets, rear main seal, oil pan gaskets, PCV valve. Parts used in restoration from CV #1374. Asking 12,000 Car is located in South FL. Contact Frank Klug at 561-731-0335 or g59klug@gmail.com **SELLER IS MOTIVATED!**



1976 CV #2834 for sale. Contact for pricing. Car is in California. Lonny Hawkins, lonnhawkins@gmail.com



1974 Vega GT. Restored.. No Rust, Factory A/C, Larger Front Brakes ( S-10 10.5 inch Disc), 1978 Monza Rear Brakes (2 X 10 inches, Aluminum Brake Drums), 15 inch Alloy Wheels, 2006 Pontiac Solstice 2.4 liter Engine ( 135HP @ Rear Wheels), 5 Speed Transmission, Aluminum Radiator, 1978 Monza 7.5 inch Rear Axle with 3.71 Gear ratio. \$12,000



Contact: Frank Marxen 208-939-0651 [fmarxen@msn.com](mailto:fmarxen@msn.com)

**Services for Sale****Coolant Temperature Sensor (CTS) and Air Temperature Sensor (ATS) Repair**

Your bad sensor repaired and tested for \$75, with a Repairable Core (cannot repair stripped out threads and or the connector end broken off.)

Barry Connally, #2843, #2881  
[barryconnally@cox.net](mailto:barryconnally@cox.net)  
 760-717-4996

**Parts for Sale**

FOR SALE  
 COMPLETE RACING ENGINE Sleeved Block  
 Ross Pistons 13 to 1 CrowerRods  
 Ported Cyl. Head Stainless Valves Crane Springs  
 Crane Cams-430 Lift-266 Our. Hilborn Inj. Adp. to Intake  
 Manifold MSD Crank Trigger  
 Ex. Header  
 Steel Flywheel  
 7" Double Disc Racing Clutch  
 5-Ross Pistons 13 to 1 4-Crower Rods 6" 4-Crower Rods 6" 6  
 -stock Rods  
 Crane Cams 410 Lift-256 dur. Crane Cams 430 Lift-266 dur.  
 Crane Cam 450 lift-276 dur.  
 Crower Cams 430 lift-264 dur. 3-Sets of Stock Cams 1-  
 Housing Assembly Dist Drive  
 3-Cam Sprocket Sets  
 2-Crank Sprockets  
 33-Valve Springs  
 9-Valve Retainers  
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 32-stock Valves  
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 1-Ex. Header  
 1-Ex. Flange  
 1-Flywheel Clutch  
 2-Bell Housings  
 2-Sleeved Blocks 2-Cyl. Heads 1-Completed Cyl. Head 3-  
 Water Pumps 2-Cosworth Cranks  
 2-Vega Cranks-Machined down to fit a Cosworth to Stroke it  
 to a 140 cu.in.  
 1-Intake Manifold to take a 4 Barrel Carbo  
 2-cover Assembly timing-Belts 2-Covers for lower Front 1-  
 Front Pulley  
 4-Distbs.  
 5-Distb. Caps 5-0istb. Rotors . 3-Alternator Arms 1-5 Speed  
 Trans. 3-4 Speed Trans.  
 2 oil Pans  
 2-Oil Trays  
 4-Oil Pan Screens 3-Cam Carriers 1-Top Cover  
 Complete 4cyl. Hilborn Injector  
 Also has more parts not listed

Contact Sonny Rossi 210-688-3711

**Parts for Sale****John J. Cowall Autumn Garage Sale!**

- 1—EFI Computer Tested—\$350.00
- 2—3 Sensor Cluster (MAP Sensor/ Fast Idle Solenoid/ Fuel Pressure Regulator with Bracket) - \$165.00 each
- 1— Set of 5 Unrestored (Darkened) 1976 Rims with 5 BR70 R13 Tires (Cosworth originals with better than 70% tread left) + 1 unmounted BR70 R13 Tire—\$650.00
- 1— CV Long Block Assembly, Has 75K, turns freely. Ran when pulled about 15 years ago—\$750.00
- 1— Set of 4 Steel 13" Widened Rims - \$250.00
- 3— Good Used Air Cleaner Boxes with decent paint—\$65.00 each
- 1— 1975 Non Posi 3.73 Gear Ratio Rear Axle Assembly—\$75.00
- 3— CV 2.0 L Crankshafts, good shape, journals should be polished to be useable—\$50.00
- 3— CV Oil Pump, good used condition—\$50.00
- 8— Stock 2.0L Pistons with wrist Pins. Used but can be re-used.—\$40.00/ Per piston
- 2— Exhaust Over Axle Pipes, New Old Stock. From Catalytic converter to Muffler—\$75.00
- 1— Set of 5, 1975 CV Rims.—\$550.00 set/ \$450.00 with a set of 5 unrestored rims in return
- 10—1976 Air Cleaner Decals (Exact Replacement Mylar style) - \$30.00 per decal
- 8— 1975 Air Cleaner Decal (Exact Replacement Mylar style) - \$30.00 per decal
- 5— Used Oil pan w/ splash shield- \$50.00 each
- 20— Stock Original, Never Used AC Delco Spark Plugs—\$2.50 each

Local Pickup is preferred, but will ship. Contact me for shipping costs

Contact me at 313-618-1821 or  
 E-mail—[buddyleejc2@hotmail.com](mailto:buddyleejc2@hotmail.com)

**\*\*EMAIL IS BEST\*\***

NOS Cosworth Vega cam covers without vent tubes-\$150 each, 5 I/S. Cam carriers-\$275 each, 7 I/S.

Contact: Bill Hutton—HME  
 931-648-3333  
[hme3333@yahoo.com](mailto:hme3333@yahoo.com)

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1/2 page: \$25  
Full page: \$50

Full page inserts:  
\$70 if inserts are provided  
\$120 if no inserts are provided

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John J. Cowall  
1755 Cleveland Ave.  
Lincoln Park, MI 48146  
Or email to: [buddyleejc2@hotmail.com](mailto:buddyleejc2@hotmail.com)

CVOA is not responsible for any advertised claims, products or services from independent or commercial vendors. However, recurrence of complaints may result in denial of advertising space and reference to members in future issues.

### Re-Indexed Cosworth Vega Camshaft Sprockets

Want more torque, more horsepower, lower and smoother idle, higher vacuum, lower under hood temperatures, better throttle response and greater fuel economy while remaining emissions legal? Get a set of re-indexed camshaft sprockets precision machined by Roy Linenberger.

**Only \$150 + \$10 shipping and handling.  
Requires the exchange of your  
old camshaft sprockets.**

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[markarock@gmail.com](mailto:markarock@gmail.com)  
(440) 236-9669

[www.cosworthvega.com/member\\_mdse/cam\\_sprocket.html](http://www.cosworthvega.com/member_mdse/cam_sprocket.html)






**Chevrolet Vega Rubber!**  
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DOOR & HATCHBACK SEALS  
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**Finally A Reproduction Part For A Vega!**

Our 1974-77 Chevrolet Vega front bumper impact strip is the piece of rubber that bolts to the bumper. This is a brand new part from our new molds.

Unlike originals or even NOS parts, the edges are sharp and the surface blemish free. Made from the correct color and durometer (hardness) rubber, our part includes nuts and washers for the correct length studs on the back of the part.

This impact strip is NOT drilled for the optional bumper guards but this is an easy job. Corner and bumper bolt reliefs on the back of the part are molded-in as the original.

Replaces GM part number 348260.



**\$79<sup>95</sup>**  
Free Domestic Shipping

p: 866-258-5670  
e: [todd@cool-leds.com](mailto:todd@cool-leds.com)  
w: [www.hellbentbros.com](http://www.hellbentbros.com)



### Drip Rail Molding



Contact: Jerry Smith

(386) 837-4126  
[cwvega76@gmail.com](mailto:cwvega76@gmail.com)  
[cwvega76@gmail.com](http://cwvega76@gmail.com)

# **CVOA Parts (Prices Subject to Change Without Notice)**

CVOA-PT-19  
Neoprene Rear Main Seal \$17.00



CVOA-MAN-9 \$39.00  
1976 Cosworth Vega Assembly Manual—Loose leaf. you will need a three ring binder for each manual.



CVOA-PT-20 \$45.00  
Gates reproduction lower radiator hose



CVOA-PUB-1 \$150.00  
Cosworth Vega Magazine Back Issue Complete Set - All back issues of the CVOA magazine are available as PDF Files in a complete set. Mailed on a Zip Drive

CVOA-PT-21 \$8.00  
Front brake hardware set. One set required per front caliper.



CVOA-PUB-4 (Free to current members)  
Cosworth Vega Owners Association Concours & Autocross Rules

CVOA-MAN-1 \$ 17.00  
Fuel Injection Diagnostic Manual - Comb bound photocopy of manual written by Phil Good, one of the Bendix engineers who developed the Cosworth Vega EFI.



CVOA-ACC-2 \$ 4.00  
Kan Coolers - Foam sleeve to keep a can cool. Yellow with 20th anniversary logo.



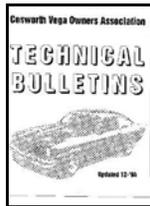
CVOA-MAN-2 \$ 8.00  
Five Speed Service Manual - From Borg Warner, 12 pages, spiral bound.



CVOA-ACC-3 \$ 3.00  
Window decal - New design, static cling type. Affixes to inside of window. White background.



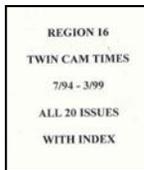
CVOA-MAN-3 \$ 22.00  
Tech Bulletin Set - CVOA Technical Bulletins that have been published in the CVOA Magazine. They cover many important topics. Last Update 12-94. Spiral bound copies.



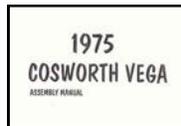
CVOA-ACC-4 \$ 4.00  
CVOA Jacket Patch . Older design 3" round, WHITE background.



CVOA-MAN-5 \$33.00  
Duke Williams - Twin Cam Times Portfolio  
Complete set of Duke's work on the Cosworth while Director for Region 16. Stapled issues with an index.



CVOA-MAN-6 \$ 11.00  
1975 -1976 Engine Assembly Manual - Loose leaf. You will need a small three ring binder for this manual.



CVOA-MAN-8 \$ 39.00  
1975 Cosworth Vega Assembly Manual—Loose leaf. You will need a three ring binder for each manual.

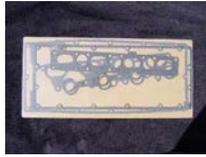
**\* Items sold to current CVOA members only \***  
**How to buy CVOA parts and merchandise**

**Order online at [www.cosworthvega.com](http://www.cosworthvega.com)**  
Click on "order online" link on the lower right corner of the home page and use PayPal  
**OR:**  
Mail check or money order (payable to CVOA) to:  
**Ronnie Michaels**  
201 Pine Grove Rd.  
Tellico Plains, TN 37385  
423-253-7547 home  
423-836-0543 cell  
vegaguy@tds.net

lower 48 states only (no PO Boxes). Contact the Merchandise Director for shipping charges to Alaska, Hawaii, and foreign countries.  
Please allow four weeks for delivery.

# CVOA Parts (Prices Subject to Change Without Notice)

CVOA-PT-01 \$50.00  
Upper End gasket set. Includes cam cover, cam carrier, intake and exhaust.



from your local parts store.

CVOA-PT-11 \$ 11.00  
GM-RC-36 Radiator Cap - Genuine replacement. Type differs slightly from original.

CVOA-PT-02M  
Molina Cosworth Vega Head Gasket \$235.00



CVOA-PT-12 \$ 11.00  
3M "27" Tape - The special white insulating tape used on the left engine wiring harness. 7ft. roll (enough to do one car) '75 or '76. LIMITED SUPPLY.



CVOA-PT-02FP \$26.00  
Head Gasket (Fel-Pro) with instructions for making the oil restrictor.

CVOA-PT-03 \$65.00  
Lower end gasket set. Includes oil pan set, oil pump set, rear main set (rope seal), and water pump gasket.

CVOA-PT-13 \$ 11.00  
Fuel Injector "O" Ring Kit - Includes (4) fuel rail grommets, (4) injector manifold seals, (8) injector to rail seals, and instructions.



CVOA-PT-05 \$28.00  
Camshaft/Distributor drive seals. Set of three.



CVOA-PT-06 \$5.00  
Distributor O-Ring Set - 3 Rings



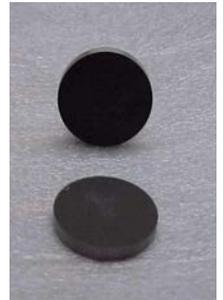
New Valve Shims - **Limited Supply** \$10.00  
These were VW shims milled to fit our Cosworth engines. Please use a micrometer on your old shims in order to determine the size you need. The number (if readable) may not be accurate on your old shim. Thickness in inches.

CVOA-PT-07 \$25.00  
Distributor drive belt.



- CVOA-PT-04-111 .111 thick
- CVOA-PT-04-113 .113 thick
- CVOA-PT-04-115 .115 thick
- CVOA-PT-04-117 .117 thick
- CVOA-PT-04-119 .119 thick
- CVOA-PT-04-121 .121 thick
- CVOA-PT-04-123 .123 thick
- CVOA-PT-04-125 .125 thick
- CVOA-PT-04-127 .127 thick
- CVOA-PT-04-129 .129 thick
- CVOA-PT-04-131 .131 thick
- CVOA-PT-04-133 .133 thick
- CVOA-PT-04-135 .135 thick
- CVOA-PT-04-137 .137 thick
- CVOA-PT-04-138 .138 thick
- CVOA-PT-04-139 .139 thick
- CVOA-PT-04-140 .140 thick
- CVOA-PT-04-141 .141 thick
- CVOA-PT-04-142 .142 thick
- CVOA-PT-04-143 .143 thick
- CVOA-PT-04-144 .144 thick
- CVOA-PT-04-145 .145 thick
- CVOA-PT-04-146 .146 thick
- CVOA-PT-04-148 .148 thick

CVOA-PT-08 \$135.00  
Cam drive belt  
Fel-Pro Water Pump Gasket - No Charge with Belt Set Only



CVOA-PT-09  
Water Pump with updated bearing set. Water pump purchase requires core to be returned. Gasket included. \$240.00



CORE CHARGE is \$100.00  
\*will be refunded when core is received

CVOA-PT-10 \$22.00  
Heater box rebuild kit. Reproduction kit with seals. You will also need to get a small tube of 3M Super Weatherstrip Adhesive and some 3M Strip Caulk



## CVOA Vendors

### **Vega Parts, New and Used, Repro Front Air Deflector**

Dave's Vega Village  
46-3295 Sunnyside Road, Anmore, British Columbia, Canada V3H-4Z4  
(604) 469-9979 - Available 24/7. Email: [quarte6@telus.net](mailto:quarte6@telus.net)

### **Vega Engine Parts: New/Used/Racing parts, Engine Rebuilding**

Sonny Rossi, San Antonio, TX  
(210) 688-3711

### **CV Rebuilding / Repairs**

Hutton Motor Engineering  
1815 Madison, Street, Clarksville, TN 37043  
(931) 648-1119

### **Carpets - Molded Floor, Rear Cargo and Material**

Auto Custom Carpets Inc. (<http://www.accmats.com>)  
1429 Noble Street, Anniston, AL 36202  
(800) 352-8216

\*Note: 1976 carpet is longer than the 1975. CVOA discount.

### **Reproduction Labels**

Jim Osborne Reproductions (<http://www.osborn-reproduction.com>)  
101 Ridgecrest Drive, Lawrenceville, GA 30045  
(770) 962-7556

### **Reproduction Window Price Stickers**

Triple A Enterprises  
(<http://www.window-sticker.com>)

### **Computer Repair**

Bob Stallwitz, Pekin, IL  
(309) 824-5940 Email: [rstallwitz22@gmail.com](mailto:rstallwitz22@gmail.com)

### **SMS Auto Fabrics (<http://www.smsautofabrics.com>)**

350 South Redwood Street, Canby, OR 97013  
(503) 263-3535

### **High Pressure Fuel Pump, Injector and MAP Sensor Rebuilding**

Fuel Injection Corporation (<http://www.fuelinjectioncorp.com>)  
2246 N. MacArthur Drive, Tracy, CA 95376  
(925) 371-6551

### **Seat Belts—Repair and Restoration**

Ssnake-Oyl Products (<http://www.ssnake-oyl.com>)  
114 N Glenwood Blvd., Tyler, TX 75702  
(800) 284-7777

### **Remanufactured Vega Steering Boxes**

Lares Corp. (<http://www.larescorp.com>)  
855 South Cleveland, Cambridge, MN 55008  
(800) 555-0767

### **Weatherstrip for your Cosworth**

Metro Molded Parts (<http://www.metrommp.com>)  
11610 Jay Street NW, Minneapolis, MN 55448  
(800) 878-2237

### **Cosworth Vega Professional Wheel Refinishing**

Wheel Medic  
2971 Silver Drive  
Columbus, OH 43224

## CVOA Technical Advisors

### **\*Engine and EFI related issues**

Karl Bell of Hutton Motor Engineering, Clarksville, TN  
(931) 648-1119  
8-3 CST, Tues-Fri only

### **\*Restoration and Mechanical**

Bob Chin, Bloomington, IN  
812-318-4604  
4pm-9pm EST  
[BobC997615@yahoo.com](mailto:BobC997615@yahoo.com)

### **\*25 years experience, Mechanicals, Parts, Availability, Restoration and Detailing**

Keith Meiswinkel, Wallkill, NY  
(845) 629-7970  
7:30pm-9pm EST Every Day  
[kmeiswinkel@hvc.rr.com](mailto:kmeiswinkel@hvc.rr.com)

### **\*EFI, Webers, Engines, Performance Parts, Suspension, Body and Interior**

Tim Morgan, Houston, TX  
(281) 589-0449  
9pm-10:30pm CST M-F  
[Twincams@aol.com](mailto:Twincams@aol.com)

### **\*Dave's Vega Village, All H-Body types, V6 & V8 Conversions, 20 years of study**

David Quarterman, Port Moody, B.C. Canada  
(604) 469-9979  
1-6pm PST, Mon-Sat

### **\*Editor, Cosworth Vega Tips and Tricks Knowledge Base Volumes I, II, III**

Mark A. Rock, Columbia Station, OH  
(440) 236-9669  
After 7 PM  
[markarock@gmail.com](mailto:markarock@gmail.com)

### **\*Troubleshooting Fuel, Electrical and Drivetrains a Specialty. Working on Cosworths since 1979**

Maurice Schecter, Williston Park, NY  
(516) 294-4416  
9-11pm EST M-F  
[Mauricsch@cs.com](mailto:Mauricsch@cs.com)

### **\*Maintenance, Engine, 5 Speed Trans, Brakes, Fuel, Electrical System, General Technology and History**

Duke Williams, Redondo Beach, CA  
(310) 372-5527  
6pm-10pm PST & weekends  
[Dukewilliams@netzero.net](mailto:Dukewilliams@netzero.net)

### **\*EFI, Webers, Engine Assy, Electronic analysis, 30+ Years performance OHC Experience. 16 Years CV port/polish, etc.**

Neil Williams, Bellflower, CA  
(562) 920-7168  
After 5PM PST

# CVOA Regional Directors

## Region 1

MA, RI, VT, CT, NH, ME

**John J. Cowall**

1755 Cleveland Ave

Lincoln Park, MI 48146

313-618-1821

[buddyleejc2@hotmail.com](mailto:buddyleejc2@hotmail.com)

## Region 2

NJ, NY

**Merged with Region 1**

## Region 3

PA, DE, MD

**John Williams**

P.O Box 396

Nicholson, PA 18446

(570) 574-2749

[greencosworth@aim.com](mailto:greencosworth@aim.com)

## Region 4

GA, TN, MS, AL

**Shawn Parsons**

501 Northlands Lane

Evans, GA 30809

(706) 726-3709

[cos0046@yahoo.com](mailto:cos0046@yahoo.com)

## Region 5

FL, VI, PR

**Merged with Region 4**

## Region 7

OH

**Merged with Region 8**

## Region 6 & 14

CO, WY OR, WA, ID, MT, AK, UT, HI

**Tom Hutton (Co-Director)**

[t.e.hutton@comcast.net](mailto:t.e.hutton@comcast.net)

**Jeff Romeo (Co-Director)**

[jllromeo@msn.com](mailto:jllromeo@msn.com)

## Region 8

MI, Ontario CAN

**John F. Cowall**

9677 Fox

Allen Park, MI 48101

(248) 534-7022

[jcowall@hotmail.com](mailto:jcowall@hotmail.com)

## Region 9

IA,KS,NE

Donald L. Hawbaker

707 Vine Street

Dallas Center, IA 50063

(515) 992-3634

[Fuelman1946@aol.com](mailto:Fuelman1946@aol.com)

## Region 10 & 11

IN IL, MO

**Merged with Region 17**

## Region 13

AZ, NV, NM

**Merged with Region 16**

## Region 12

TX, OK, LA, AR

Dan Newman

2519 Butterwick Dr.

Spring, TX 77389

713-805-0259

[dan.newman2@sbcglobal.net](mailto:dan.newman2@sbcglobal.net)

## Region 15

NC, SC, VA, WV, KY

Karol Seman

3958 Huttons Lake CT

High Point, NC 27265

(336) 848-1913

[klseman@northstate.net](mailto:klseman@northstate.net)

## Region 16

CA

Bryan Pridmore

130 Malaga Way

Brentwood, CA 94513

(925) 642-0368

[Cos5speed@gmail.com](mailto:Cos5speed@gmail.com)

## Region 17

ND, SD, MN, WI

Dale Malin

697 Old Hopkins Place

Hudson, Wisconsin 54016

(715) 386-7741

[dlmalin@hotmail.com](mailto:dlmalin@hotmail.com)

## CVOA Directors Wanted!

If you would like to be a CVOA Regional Director in a Region that is presently merged or one that does not have a Director, please contact CVOA President Shawn Parsons at [cos0046@yahoo.com](mailto:cos0046@yahoo.com)



Panoramic Shot of CVs in front of the Directors Meeting



Region 15 Director Karol Seman and her Award!



# CVOA Membership Form

P.O. Box 5864  
Pittsburgh, PA 15209

Please use this form for all new and renewal memberships

Date: \_\_\_\_\_

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip Code \_\_\_\_\_

Phone \_\_\_\_\_

Email Address \_\_\_\_\_

**Membership Type:** New  Renewal

**Membership Term:** One Year—\$50.00  Three Year—\$100.00

**Payment:** Check  Money Order

**Cosworth Vega Information (Please fill in all information):**

**Present Condition:** (Best) 1  2  3  4  5  (Worst)

**Present Use:** \_\_\_\_\_

**Dash #** \_\_\_\_\_ **VIN#** \_\_\_\_\_ **Mileage:** \_\_\_\_\_

**Exterior Color:** Black  Firethorn  Met. Antique White  Medium Orange

Medium Saddle  Met. Dark Green  Met. Dark Blue  Met. Mahogany  Buckskin

**Dash Color:** Black  Firethorn  White  Buckskin  Dark Lime  Blue

**Seat Color:** Black  White  Firethorn  Buckskin

**Seat Type:** All Vinyl  Vinyl-Cloth Insert

**Carpet Color:** Black  White  Firethorn  Saddle  Dark Blue  Dark Lime

**Original Factory Options:** Tinted Glass  Positraction  Swing-out Windows

Rear Speaker  Rear Defogger  Radio delete  5 Speed  Aux Lighting

SkyTrends Sunroof  Floor Mats  Door Edge Guards  Cloth Headliner  AM Radio  AM/FM Stereo Radio  AM/  
FM Mono  AM Mono Radio w/8 Track

AM/FM Stereo Radio w/8 Track

**Permanent Modifications:** \_\_\_\_\_

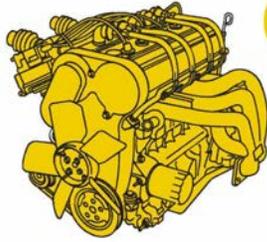
**Which owner are you?** 1st  2nd  3rd  4th  Other  Unknown

**Original Dealer:** (include city and state, if known): \_\_\_\_\_

**Previous Owners:** (include city and state, if known): \_\_\_\_\_

**Last Cosworth Magazine you received was:** \_\_\_\_\_





# COSWORTH VEGA OWNERS ASSOCIATION

## CVOA Heritage Award Judging Application

Owner's Name: \_\_\_\_\_ Model Year: \_\_\_\_\_ Dash No.: \_\_\_\_\_

Address: \_\_\_\_\_ VIN: \_\_\_\_\_

City: \_\_\_\_\_ State/Province: \_\_\_\_\_ Postal Code: \_\_\_\_\_ Country: \_\_\_\_\_

Email: \_\_\_\_\_ Phone: \_\_\_\_\_

Cosworth Information: Please fill in blanks or circle choices

### Original Factory Options:

- |   |   |   |
|---|---|---|
| <input type="checkbox"/> AK1 Color Keyed Seatbelts  | <input type="checkbox"/> G80 Posi-traction Axle   | <input type="checkbox"/> U63 AM Radio           |
| <input type="checkbox"/> A01 Tinted Glass           | <input type="checkbox"/> JBB2 Cloth Seats         | <input type="checkbox"/> U69 AM/FM Radio        |
| <input type="checkbox"/> A20 Swing-out Windows      | <input type="checkbox"/> M75 5-Speed Transmission | <input type="checkbox"/> U76 Windshield Antenna |
| <input type="checkbox"/> B37 Color Keyed floor mats | <input type="checkbox"/> UA1 Heavy Duty battery   | <input type="checkbox"/> U80 Rear speaker       |
| <input type="checkbox"/> B39 Door edge guards       | <input type="checkbox"/> UM1 8-track tape w/AM    | <input type="checkbox"/> VBB2 Vinyl seats       |
| <input type="checkbox"/> CF4 Sky Trends sunroof     | <input type="checkbox"/> UM2 8-Track tape w/AM/FM | <input type="checkbox"/> YF5 CA Emissions       |
| <input type="checkbox"/> C49 Rear window defogger   | <input type="checkbox"/> U58/U27 AM/FM Ste. Radio | <input type="checkbox"/> ZJ9 Aux. lighting      |

Other Chevrolet dealer installed accessories:

\_\_\_\_\_

I CERTIFY THE ABOVE INFORMATION IS COMPLETE AND CORRECT TO THE BEST OF MY KNOWLEDGE.

Applicant signature: \_\_\_\_\_ Date: \_\_\_\_\_

-----

### Heritage Committee Notes

Applicant registered for Round-Up? : \_\_\_\_\_

Fee Paid? : \_\_\_\_\_

Ownership Verified ? : \_\_\_\_\_

CVOA Membership Confirmed ? : \_\_\_\_\_

Accept or Defer

Signature of Heritage Award Committee Chairperson: \_\_\_\_\_ Date: \_\_\_\_\_