



Cosworth Vega National Magazine

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Green Bay Round Up 2013 Review

Inside, Read the interview from Steve Mayefske, the National Round Up Host! Also, See results from the Auto-cross, Concours, and Weekend activities!



San Antonio 2014 Round Up Preview

Round Up Preview and Itinerary! Start planning your trip today!



**REMEMBER THE
COSWORTH
VEGA ROUNDUP
SAN ANTONIO,
TX
JUNE 26-30, 2014**

Letter From the President



Shawn with CV #0046

***"Steve Mayefske
puts on a great
Roundup as he has
had plenty of
practice doing
one. Great food,
great friends, and
great events all
lead to a great
Roundup".***

Shawn and his family



Fellow Cosworth Enthusiasts,

It is that time again. It comes around once a year, usually in the summer, not on the same date, and is enjoyed by all Cosworth Vega owners who attend...ROUNDUP!! Better than some other car club's get together, not as well attended as we would like, but it is where you will see more Cosworth Vegas at one time than anywhere else.

This year it was off to Green Bay WI, better known as Cosworth Headquarters North, where we have held more Roundups than anywhere else. Green Bay in the summer is Cosworth driving heaven to those of us that live in the South. Once the sun starts beating down, it is hard to jump in a black, non-air-conditioned, car and drive it around with any sense of pleasure. It is only nice when moving briskly or after dark. Then no one can see or comment on your Cosworth. Steve Mayefske puts on a great

Roundup as he has had plenty of practice doing one. Great food, great friends, and great events all lead to a great Roundup. The hotel had plenty of parking for Cosworths, trucks and trailers. Folks checked out the schedule of events to decide on which day to arrive, as Steve had plans all throughout the week leading up to the Roundup.

So, getting ready for the Roundup usually involves waking a sleeping Cosworth, dusting off the cobwebs (in my case this can be literally), and chasing off those pesky sleeping Cosworth gremlins. Other times it means just washing and waxing the running Cosworth and prepping it for the Roundup. In my case, this year was been different than the past 5 years. I have been home where the Cosworths live for the past 18 months, which means that I have had the time to work on the Cosworths during the year. In the past, I have been stationed away from home and only had time to work

on Cosworths during the weekend, which is hard because family and home repair takes precedence.

Currently 0046 was ready to go, though I still had a couple of things I wanted to do that could wait, and did. 2100 ran, but is in need of body work and major paint to become what I consider presentable for the Roundup. I pored over my concours results and tried to correct the deficiencies that were attainable (now if I had only found that owner's manual...). I bought some parts I needed, and dug deep into the parts bins and found some jewels that I had been saving. Let me tell you, some parts withstand the test of time better than others. For instance, on a recent trip to Ohio, my brother informed me that I had left two OEM parts on his shelves. Digging them out I found they were two OEM drip rails, still in OEM wrapping. Thinking I had found something extremely rare and of great value, I took a look at them through the wrapper. 30 years of time

rare and of great value, I took a look at them through the wrapper. 30 years of time and storage in a truck garage had turned them dull and faded. They matched the ones I already have on the car, and thus replacing them would not add anything to the appearance. On the other hand I found a new OEM left door latch escutcheon that looks brand new. This replaces the one that is faded and chipped. I had a few things to finish to the trailer and the truck as I planned to trailer the Cosworth up to Wisconsin. I enjoy my air conditioning and cruise control too much to drive the Cosworth for two days. I had to take off all of the Cosworth parts off the trailer from the Michigan parts run I did in April and paint the trailer bed. The bearings were repacked before the Michigan trip (I had to replace one as it fell apart in the solvent can when I was cleaning it). The truck needed the bedcover latch repaired and both truck and trailer needed cleaned.

I encourage all members of the Association to try to attend a Roundup. There are many activities and the opportunity to drive Cosworths abound. Each Roundup has a unique flair

and I have never been disappointed at any I have attended. Even those that I had to leave the Cosworth behind, there were still plenty of things to do, watch, and participate in. You never know who is going to need a ride during the road rally. I've had several fellow Cosworth members with me during the road rallies in San Diego and Atlanta when I couldn't bring my Cosworth. I had Dale Malin (who was then president of the association) jump in with me in 2100 in Louisville for the road rally. He was really surprised when I informed him that first the speedometer, then the odometer had stopped working, and horn never did work during the rally. Needless to say we just drove along for the ride. But we made it back as evidenced by the fact we are not still running around Louisville KY. I have had sick Cosworths,

(Louisville, Green Bay and Deltona) broken Cosworths, (four times in Green Bay alone and towed back in Deltona) and perfect Roundups in which nothing happened (Carlisle and Greenville). Each one, no matter what happened, a fond memory exists of events, old friends, and new friends.

I have stopped racing my Cosworths due to the fact that I usually broke more than I gained. Last time in Green Bay at the Auto-cross I broke a distributor belt, left rear shock, high pressure fuel pump, and the starter. My daughter, who drove her first Auto-cross (and learned how to drive a standard transmission at the same time) at Green Bay wanted to try her skills again. So I loaded up the racing tires and rims and hoped she wouldn't break the Cosworth. The Shawano track is a challenge and will test your car handling skills. Search Google maps for Shawano Wisconsin and look east of town (USAir Motocross). It shows up like a bowl of spaghetti. I just drove around the track without trying too hard to see what time I got. Whether you came to race or to watch, all had a good time.

This Roundup brought up another milestone event for me. This is the end of my first year as President of the Association. Needless to say, there has been some turmoil and ruckus during my first year, sickness and injury hitting our national maga-

"This Roundup brings up another milestone event for me."



Shawn and his rig at the Round Up



Shawn getting his Mustang ready for the autocross

“We have parts issues to clear up and several ongoing that need finalization”

Letter From President Cont.

magazine editor being the most impactful. There are other events and happenings that need discussed and resolved during the Directors Meeting this year. I hope to report on these later, hopefully with good news if we can resolve them. We have parts issues to clear up and several projects ongoing that

need finalization. I have also initiated a new parts project that is just in the starting stages that I reported on during the directors' meeting.

I took two days to travel to Green Bay this year. I did it in 19 hours straight in 2009 and managed to hit a construction barrel that

jumped in front of me somewhere near the Illinois/Wisconsin state line. So I urged everyone take it easy and arrive at Green Bay safely. We much rather see you late than not see you there.

On to Green Bay! (now where did that owner's manual go???)
Shawn Parsons

Cosworth Vega Magazine Executive Committee

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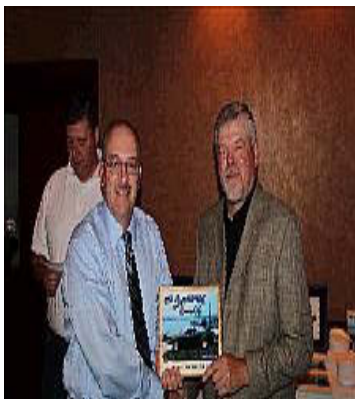
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If you have information on your CV that was not supplied with your membership or renewal application, please send it on to the membership V.P.

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Message From Merchandise Vice President



As you are aware, our Cosworths are approaching their 40th birthday. Many of the replacement parts are unique, but the rest are shared with the garden-variety Vega. While produced in large numbers, the Vega isn't a popular restoration project. It is getting increasingly difficult to find parts through normal distribution channels.

It's getting to be wintertime, so many of you are preparing for repair and rebuilding season. The Club is working with Molina Gasket to reproduce engine gaskets. The dies have been paid for, so I hope to be receiving product soon. Upper Gasket Sets are high on my priority list. Next will be Lower Gasket Sets. We currently have stock of oil pan gaskets and rope rear main seals, but timing

What's Happening With CVOA Merchandise

cover gasket sets have been difficult to find. The cost reflects their rarity, so, unfortunately, we have had to increase the price of the LGS to \$65. When we receive the first shipment of gaskets from Molina I'll have a better idea on how the rest will be affected.

Speaking of prices, you may have noticed other increases. To help encourage the timely return of water pump cores, the core charge has been increased to \$100 in addition to the \$85 water pump price. We NEED your old pump to have one to rebuild! Naturally, you will receive a check for the core charge after I received the core. Similarly, the price on Hood Pads has been increased to \$220, as these are so expensive to ship. If you can pick yours up from me in northern Illinois, there is a discount.

Hood Pads are shipped UPS because of their size, but I ship everything else USPS Priority Mail. Recently, the Postal Service has updated their delivery procedure to leaving a notice if

there is no one to receive the package. If you prefer, I can check the box to "leave if no response". Please note on your order if you would like this option.

If rebuilding front brakes is on your project list, don't forget we have disc brake hardware available. Part number PT-21 includes the plastic and rubber pad slides along with new pins and e-clips, enough for one caliper.

If you have any questions about the products we offer, or the order you've placed. E-mail me at cosvega76@yahoo.com

Thank You,
Chuck Larsen

"It is getting increasingly difficult to find parts through normal distribution channels."

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Letter From the Editor



**John J. Sweeping
Tim Seman's mess
on the race track**

***"In future
messages, I will
talk abit more on
my past and my
future with the
CVOA."***

Hello all in Cosworth Vega Land! My name is John J. Cowall, and I have been a Cosworth Vega enthusiast since before I was born! When I was brought home from the hospital after I was born, it was in a Cosworth! My father, John F. Cowall has been a Regional Director since I can remember. My first CV was 1002 (RIP). I got it without an engine, and that is where my experience and intimate knowledge of these cars began. I had to help install the motor before I could drive it! I have grown up around these cars, and the members. Some of the family trips when I was little revolved around CVOA Round Up locations! I have also contributed regionally for the past 20 years by writing short articles for Region 8 newsletters. I have been very active with the Cosworth Vega, going to local car shows, regional car shows, autocrossing, etc. I love seeing the general public's reaction to the cars. "What is a Cosworth

Vega?" "Where did you find that?" "Quite a rare piece you got there, etc". It really puts a smile a my face to see these reactions. I have taken CV's to Round ups and helped in streamlining a basic structure for concours judging at National Round Ups. I have even been a co-host for a National Round Up, doing the Rally for the last Detroit Round Up. And Lastly, I had the fastest Time of Day in a Cosworth at the 2013 Green Bay Round Up, an honor I have been striving for since my first autocross! (Usually John F., my dad will eclipse me by at least a second!) For all of that and other reasons, I have taken on the National Magazine editorship. I definitely believe the Magazine is a lifeline for all members. It can inspire you, re-vitalize you in a project, assist in finding members close to you, inform how to repair, restore, etc. your CV. I have committed to do this for the club and each one of you. I have driven a CV as a daily

driver from 16 to the age of 29. I have owned at least one CV from age 15 to now. (Currently own 3! CV 1000, 2927, and 3090) I love the history of these cars, and have supported many members with parts, advice, and even worked on their cars for them! I believe in this club, and the passion of the Cosworth Vega. In future messages, I will talk abit more on my past and my future with the CVOA. I would also like to hear your stories! Feel free to e-mail at bud-dyleejjc2@hotmail.com. Also, if you have ideas, concepts, articles, etc. going on in your region and want to get them in the magazine, let me know. I will do my best to serve this club!

John J. Cowall



Robert A. Maloy Award Winner

It all began Labor Day weekend 1980 at the first CVOA Roundup in Clarks-ville, TN. John Cowall, along with his wife Kathy and son John attended as did Paul Wicker and his family.

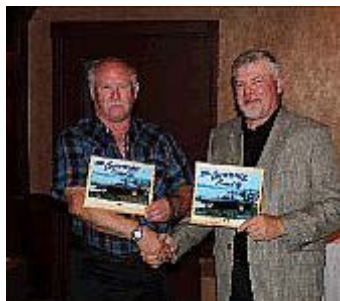
During that historic gather-

ing of Cosworth Vega's and owners the seed was planted for Roundup number two. Detroit had been chosen as the site and Regional Director Paul Wicker called for the first get-together of Michigan owners, which was held at the Birmingham Community

Center, in late 1980. Paul and John began working together on Roundup #2. It was also held over Labor Day weekend and was a great success.

Following the Detroit Roundup Paul was in the process of changing em-

2013 Green Bay Round Up Review



**Roundup 34: Re-
turn to Titledown
July 19th-21st
Written by Steve
Mayefske**

1) When did you start planning Roundup 34?

Joe Phillips and I started planning the Roundup two years ago. We could have hosted the Roundup in 2012. We were ready by then.

2) From my understanding, this is the fifth Roundup in Northeast Wisconsin. What made you want to host another Roundup in this location?

For one thing it was the autocross site and just being familiar with Green Bay and it being the hub of all our other attractions.

3) How many people attended this Roundup? Were you pleased with the turnout?

I think we had about fifty people which included Joe and my family. I wasn't very pleased with the turnout with our region especially because the Roundup was in their backyard. We didn't have any new faces which was also discouraging.

4) I see you had two optional days of attendance for this Roundup. How did those go and how was the attendance?

We had Dale Malin, the Newmans, Lathrops, Fabels and Seemans arrive early. We have four Cosworths at the A&W car show on a very warm and humid evening. Attendance was down because of the weather. Thursday the same parties along with Joe and I traveled to Peshtigo to view my friend's motorcycle collection. After the viewing of the motorcycles we stopped at the Forgotten Fire Winery. Our last stop was at the Peshtigo Fire Museum, a very important part of Wisconsin history that is very interesting. Thursday evening we caravanned to Kaukauna. The 84 lap Super Late Model White Race did not disappoint. It was a very enjoyable evening.

5) On Friday the club went to Doc's Harley Davidson. What was the experience like there?

We went to Doc's Friday with over twenty people. I really

liked the muscle car room, which included cars from the 60's and early 70's. I wouldn't mind having a car or two from that collection! Doc also had a couple one-of-a-kind motorcycles that were every unique. We had lunch at the Timeline Saloon also at Doc's where the food was great and the company better.

6) What were the issues discussed at the Directors' Meeting Friday evening?

A few things worth mentioning from the Directors Meeting are as follows: Dan Newman gave a current head gasket, gasket set update. Our President, Shawn Parsons, stressed the importance of the regional newsletters which the directors need to provide their regional members with. The big thing I think is that the CVOA membership is down 17% from last year. This ties directly to the economy and the club magazine. The magazine is the lifeblood of our club so you can see how important it is to have those four issues in our hands per year. Mark Rock stressed the importance of everyone present submitting articles to our editor.

**"We could
have hosted
the Roundup
in 2012. We
were ready by
then."**

7) Saturday you had the judging of the cars- how many cars were present at Roundup 34?

Throughout the Roundup week we had about 18-19 Cosworth and non-Cosworth cars, which was more than I expected.

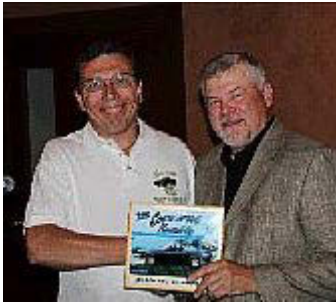
8) Did the Poker Run rally on Saturday meet your expectations? What were some of the stops?

After lunch at Josephine's (which I'll touch on later), we started the Poker Run Rally. The first stop was at Meadowlinks Bowling Alley in Manitowoc. The original plan was to bowl one game and travel to the next stop, however, everyone was having so much fun, I had them bowl another game. After bowling we stopped at the West of the Lake Flower Gardens. The gardens were beautiful as always, where we had a group picture. The next stop was the Washington Historical



**Host and President at Awards
Banquet**

Roundup 2013 Cont.



“One of the highlights for me was having Ray and Libby Fabel attend.”

“The 1 ½ hour autocross did not disappoint any of the thirteen drivers. It is still one of the best autocross sites in the history of the Roundups.”



Rivers. Here we viewed the rooms filled with antiques and collectibles. From Two Rivers we traveled to Kewaunee where we viewed a tug boat that was used in World War II. The last of the stops was at Basil's II where we shook the bar dice and recorded scores. After eating there we headed back to Green Bay. It was a one-of-a-kind, great Poker Run Rally.

9) Where was the autocross on Sunday and how many drivers were there?

Sunday morning we caravanned to Shawano for the autocross. The 1 ½ hour autocross did not disappoint any of the thirteen drivers. It is still one of the best autocross sites in the history of the Roundups.

10) Traditionally the banquet on Sunday evening closes out the Roundup experience. What were your feelings on that night?

For me it's always a bittersweet moment. It's like riding a rollercoaster- you're riding an emotional high, anticipating the Roundup and each day of the Roundup keeps you on this high. When Sunday evening rolls around you start to realize it is slowly coming to an end. I think the low point of the awards banquet came at the very end. Having to award yourself and co-host with a plaque is very disappointing and not being thanked by the club is worse yet.

11) What was one of the highlights of the Roundup?

One of the highlights for me was having Ray and Libby Fabel attend. Libby personally thanked the club for its gift of

money sent to them from Paul Chicky, last year's host. The other highlight for me was the Poker Run Rally. Everyone seemed to have a great time, especially the bowling- if you could only bottle that moment and go back to it when you are feeling down.

12) What would you have done differently?

Off the top of my head, I would have picked a different location for lunch on Saturday. The service part of the experience did not measure up to Bonnie and my standard. The staff certainly knew of our arrival and the number to expect.

13) Where would you like to see future Roundups held?

At the top of my own personal list would be Gettysburg, Pennsylvania and probably California. I'm looking forward to next year's Roundup in San Antonio, Texas.

14) Where would you like to see the Cosworth Vega Owner's Association in the future?

In the future I would like to see the members receiving four issues a year. I would also like to see the president present the Roundup host (s) with a plaque provided by the club. I don't know why this practice was dropped over ten years ago. I would also like to see the awards banquet a little more formal. I think the attire over the last few years has gotten a lot more informal. These are my own personal feelings after attending all but one Roundup since 1987. At the time of this writing Joe Phillips pulled me out of Roundup retirement. Sounds like somebody else I knew, he wore number 4 for the Packers. I think Dale Malin wanted me to host another Roundup by 2018 anyway. Coming to a neighborhood near you in 2017 or 2018, The Cosworth Ghost Tour in Door County. Stay tuned!

Round Up Concours Results

UNRESTORED STOCK

- 1) #0123, Dale Malin 87 points
- 2) #2656, Tim Foy 76 points
- 3) #3387, Mark Rock 71 points

RESTORED MODIFIED

- 1) #0900, Gregg Gibson 87.5 points
- 2) #0046, Shawn Parsons 85 points
- 3) #0232, Wally Van Vyve 81.5 points

- 2) #2196, Joe Lathrop 77 points
- 3) #1000, John J. Cowall 73 points
- 4) #0803, John F. Cowall 69 points

RESTORED STOCK

- 1) #2995, David Dempsey 98.5 points

CUSTOM

- 1) #0755, Tim Seman 95 points

UNLIMITED

- 1) Chuck Larsen, V-8 Vega 88 points



Round Up Autocross Results

COMPETITION CLASS

- 1) John J. Cowall 81.801
- 2) John F. Cowall 81.811
- 3) Dale Malin 82.645
- 4) Fred Blomquist 87.821
- 5) Wally Van Vyve 92.769

STOCK CLASS

- 1) Mark Rock 86.759
- 2) Roy Linenberger 87.227
- 3) Tim Seman 100.835

OPEN CLASS (NON CV)

- 1) Mal Kooiman 81.348
- 2) Chuck Larsen 87.839

LADIES CLASS

- 1) Shawna Parsons 90.273
- 2) Ashlynn Blomquist 103.202

**First Place in
Competition
Class was won
by .01 seconds!**

2013 Robert A. Maloy Award Winner Cont.

Cont. From Page 6

Roundup Paul was in the process of changing employers and stepped down as RD. That started the John CowallCV Legacy when he became the Michigan RD. Through yearly regional get-togethers, help and direction in maintaining and repairing, sometimes having

parts to offer, competing with #0803 in regional SCCA autocrosses, heading up National Roundups in '95 and '08 and publishing regional newsletters, for 32 years, the longest tenure in the Club, John has been there for Michigan owners as well as those in other parts of the country. Beginning in 2010, regions of Ohio, Indiana and Kentucky

have been added to John's territory.

For John's dedication and long service to the Club, he was nominated and confirmed, the 2013 recipient of the Robert A. Maloy Award, congratulations!

Submitted by:
Dick Baumhauer



**John F. Cowall's
license plate!**

Member Spotlight: Tom Fletcher



**Tom Fletcher's Engine
Compartment**

**Tom Fletcher with Jeff
Romeo**



Cosworth Dodge discovered near Denver

Hidden in the suburbs of Denver, Colo., is the most rare Cosworth of all, a Cosworth Dodge.

Now, before purists head to their reference books or laptop to fire off words of protest, an explanation is necessary.

The one (and only) Cosworth Dodge is the creation of master craftsman and CVOA member Thomas Fletcher of Arvada, Colo. It is based on a Cosworth Vega engine provided by car #2657 following a cabin fire.

Chitty Chitty Bang Bang

Fletcher, a retired U.S. Coast Guard officer, is an avid street rodder whose credits include a 1939 Dodge sedan turned parade car, a four-door convertible that sports a 318 V8 and the Coast Guard logo on the deck.

But not satisfied with one well-executed custom, Fletcher found a derelict 1925 Dodge touring in nearby Erie, Colo., nearly a decade ago and set about making his version of Chitty Chitty Bang Bang, the flying car from the 1968 film classic. The classic body became the platform for modern touches including four wheel disc brakes, rack and pinion steering, wide wheels and tires and Cosworth Vega power.



"I wanted something different," Fletcher explained recently while giving CVOA members Jeff Romeo, Westminster, Colo., and Tom Hutton, Colorado Springs, Colo., a tour of his shop.

The Cosworth Vega engine fit Fletcher's goal of different and reminded him of Offenhauser motors that were popular racing

powerplants from the 1930s through the 1970s. The "Offy" look fit with the theme he sought for the red Dodge sedan.

The 35,000 mile motor needed only minor freshening. Main and camshaft bearings were replaced as were piston rings and gaskets. Upon reassembly, Fletcher, who does nearly all of his work himself, found himself at odds with the Cosworth's valve train.

"I went in and told my wife I was 'done,'" Fletcher said after fighting to reassemble the Cosworth's valve train without use of any of the special tools to hold valve buckets in place. "I thought I could just do it with a ton of assembly lube holding everything together. But about the time I'd get everything in place, there would be a 'plop' and out one would fall."

Since the engine was on a stand, Fletcher eventually assembled the engine upside down and began the process of making a Cosworth Vega into a Cosworth Dodge

The Conversion

When finished, Fletcher's car will be driven but it will also spend a fair amount of time with its hood open at shows. To keep the Dodge theme going, he made several changes to throw casual – or seasoned – observers off the trail of the engine's roots. In place of the highly recognizable GM HEI, Fletcher installed a Mallory dual-point distributor and underneath there is as a chrome Chrysler-style alternator. But it is the addition of "Dodge" to the cam carrier cover that will cause head scratching.

A friend of Fletcher's used a CNC machine to create the words "Dodge" in a font that matched "Cosworth." After "Vega" was ground away, the Dodge emblem was epoxied into place, giving the appearance of the world's first-ever "Cosworth Dodge."

Cosworth Dodge Cont.



**Tom
Fletcher's
Cosworth
Dodge**

What's Next

Fletcher recently fired the Cosworth engine in his car for the first time.

"It was Dec. 23 and I kept calling buddies to come over heard this thing fire," Fletcher said. "I kept getting excuses. Finally, I asked my wife if she wanted to come to the firing party."

After giving his wife, Barb, instructions on how to use a fire extinguisher, Fletcher turned the key on his creation. The Cosworth Vega/Dodge came to life with a snarl.

"I loved the sound of it," Fletcher said.

The car's mechanicals are complete, including a narrowed rear end from a 1960s Plymouth Valiant. Fletcher completed the body work himself and tucked away safely in his two-story shop are his car's fenders, original headlights fitted with modern halogen bulbs, and chopped windshield. There's even a handcrafted 1925 license plate that's already registered with the State of Colorado.

Though details such as the electrical system, upholstery, and installing doors and fenders remain, completion is in sight for Fletcher.

"Our grandkids live in California," Barb Fletcher said. "They want us to drive the car there. I wouldn't put it past him."

Club Connection

While Fletcher lives only a few miles from Romeo, the two had never met. The enthusiasts travel in different circles of the car hobby, Romeo in racing and vintage racing circles and Fletcher in the region's active street rod scene.

Fletcher came on the radar when he placed on eBay leftover valve adjustment shims. Hutton noticed the auction and the Arvada location and reached out. Following lunch with the local Corvair Club's members, Hutton and Romeo met the Fletchers and toured Tom's pristine, envy-producing home workshop.

Invitations to return for the second firing of the Cosworth Dodge have been extended and efforts to pass the Cosworth Vega passion to the next generation made.

"Would you be interested in this box of leftover parts?" Fletcher asked as good-byes were said.

"Absolutely," replied Hutton's son, Sam, 9, who fingered a fast idle valve and various brackets on the drive home to Colorado Springs.

Submitted By: Tom Hutton

**"While
Fletcher lives
only a few
miles from
Romeo, the
two had never
met."**

Robert A. Maloy Award Winners

1992 - Steve Mayefske

1993 - Mark Rock

1994 - Lou and Harriet Marr

1995 - Mike and Susan Rupert

1996 - Duke Williams

1997 - Bob Chin

1998 - Clark Kirby

1999 - Doug Perkins

2000 - Tim Morgan

2007 - Brian Harpst

2008 - Jerry Smith and Mark Rock

2009 - Jim Rigg

2010 - Dale Malin

2011 - Jack Middleton

2012 - John F. Cowall

In recognition of your many years of dedication to the Cosworth Vega and relentless support of the ideals and goals of the Cosworth Vega Owner's Association!



**Bob Maloy's
Batmobile!**



*"Make Your Trip
Plans Soon! "*

*"You can see
there will be
lots to do so
plan on being
with us for the
full three
days."*



Remember The Cosworth Vega!

San Antonio, Texas 2014

REGISTRATION FEES

Adult - \$150 Teens (11-17) - \$80 Children (6-10) - \$40 Registration form to follow.

HOTEL

San Antonio Marriott Northwest: <http://www.marriott.com/hotels/travel/satnw-san-antonio-marriott-northwest/>

CVOA rate \$89 per night (This rate is for Thursday-Sunday and will be honored 2 nights prior to and 2 nights after the Roundup) On line registration info to follow.

ROUNDUP ACTIVITIES

Visit to Bell Engineering, a turbo kit manufacturer. Dyno testing for those who want to spend \$60 for three pulls on the chassis dyno. Drag racing at San Antonio Raceway. Tour of the Texas Hill Country including stops at Luckenbach and the Lyndon B. Johnson (LBJ), 36th U.S. President, "Texas White House" and Ranch. A visit to the Sonny Rossi shop. His shop is a treasure trove of memorabilia from a lifetime of work in the high end auto restoration business both in California and Texas. He also has Cosworth Vega powered street roadster and land speed record roadster.

You can see there will be lots to do so plan on being with us for the full three days.

One automotive activity NOT included in the Roundup is the Toyota Truck Plant: <http://www.toyotatexas.com/>

NOTE their reservation and clothing requirements if you go.

SAN ANTONIO ACTIVITIES

San Antonio is tourist destination with many activities and things to see for the whole family. Starting with, of course, the ALAMO. No, it is not on a hill in the country, but right in the center of downtown. It is owned by the State of Texas: <http://thealamo.org/>

CVOA Regional News

Region 1 and 2 (Presently Merged Together) (1) MA, RI, NH, ME, VT, CT (2) NJ, NY

Director, Keith Meiswenkel

No New News as of this publication
If you have any submissions or news,

Please contact your Regional Director for
submissions!

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

Director, John Williams (Recently Accepted Position!)

The Fall Roll Out, sponsored by the Riegelsville (PA) Kiwanis, was held on November 4th. For the second year in a row, Mother Nature tried to thwart the efforts put forth by the Kiwanis and dampen the enthusiasm of old car lovers. She failed again. Despite road closures, lack of electric power and the unavailability of petrol in the neighboring states of NJ & NY caused by hurricane Sandy, we still managed to field over 200 cars (a normal turnout is 450+). Still, quite an eclectic assortment of vehicles were on hand, ranging from a Model T, a camp trailer made from a '49 Chevy fastback towed by a '52 Chevy rat rod, a Maserati 420 aluminum bodied front engine sports racer replica and other rare sports cars.....and...oh yea, Cosworths Vegas. Among those who decided that they had enough of hearing their neighbor's generators and chainsaws running for the sixth straight day and wanted to get away and see some old cars were four members of the CVOA; Gerry Cross, Tom Yanacek, Tom Keenan and John Williams.

For the first time in the 22 year history of the show there was a featured marque, the Chevrolet Cosworth Vega. Show organizers saved a prominent spot on the field for us, and the show program included an

article about the car. Speaking of show programs, they are still available along with souvenir shirts, show flyers and dash plaques. All these items feature CV2715.

We were hoping to get more than four CV's to attend but given the cir-



cumstances, I'd say we did OK. I got notes from several out of state people who said they would have brought their Cosworths but were unable to get gas. Thanks to John and Gerry for helping to get the word out to all the regional members and posting on message boards.

One final note...the boy scouts who help at the show began to play a cruel joke on John when they began to surround his car with trash containers as the show was ending. We weren't sure if they were trying to tell John something about his car or what? It seems they were just too

young to appreciate patina. At least they weren't pushing port a pots next to it.

A great time was had by all who attended. Hopefully next year the weather won't be so drastic the week before the show (always the 1st Sunday in Nov.) and we can give 'em a good dose of Cosworth! So mark it down on your new calendar, the Riegelsville event has become an annual gathering of Cosworths and we'd love to see you there.

I hope all of you have a good 2013 and keep you and your Cosworth warm this winter.

Best wishes,
Tom Keenan
CV 2715

Editor's note mentioning that the 2013 show was a success with a few CV's in attendance and that there are still tee shirts, baseball shirts, and sweatshirts featuring the Cosworth Vega along with dash plaques from the 2012 show available from Tom Keenan. For more information and pricing on these items. Tom can be reached at 610-847-5543

Region 4 NC, SC, GA, TN, MS, AL

Director, Shawn Parsons (Also the CVOA President!)

Roundup 34 is past and for those who did not make it - you all missed a great time! My preparations for the Roundup started with the decision to have the hood of 0046 painted after getting the F350 back from the body shop for some dent and paint work. I dropped off the hood about a month before my scheduled departure thinking there was adequate time for them to finish the project. Due to conflicts in scheduling and playing phone tag, I was finally able to convey what I wanted done to the hood. The hood's paint had cracked and chipped from being 24 years old, heated by the engine and some outside storage during those 24 years. With everything going on, I was finally able to pick up 0046 a week before leaving for Green Bay. However, they misunderstood my instructions and did not paint the underside of the hood, so I left 0046 with the body shop and they promised to have the Cosworth ready on the Tuesday before leaving on Wednesday morning. Everything else was

loaded into the truck for the trip when I got 0046 back and loaded it the evening before departure.

I must say the Region 4 was well represented at the Roundup this year, in spite of it being so far away. Counting my family, Greg and Arnie Gibson, and Tim and Carol Seaman showed up. In terms of taking places, Greg took first place in Modified Restored, I took second in Modified Restored (we swept the field), and Tim took first in Custom; A pretty good showing for us. In terms of racing, my daughter, Shawna, took first in the ladies class in her Mustang, and I would have taken second in the open class if I entered. My fun runs in the Mustang, at 85 seconds, were faster than Chuck Larsen's V8 Vega.

With the acquisition of the Orange Vega and the Cosworth body (#2169 for those curious) I now have all the parts I need to start restoring 2100. So in the future, I will be writing more about that project. I still have to

maintain 0046 and there will always be more things to occur that will keep me busy and have more things to write about.

Submitted by Shawn Parsons



**CV 0046 Parked
during the Road
Rally!**

Region 5 FL, PR, VI

Director, Vacant

No New News as of publication. If you would like to be the regional director or have any latest updates for CV activity in this region and would like to submit it, please e-mail me at buddyleejc2@hotmail.com, or to CVOAINC@AOL.com

Region 6 CO, WY (Merged) Region 14 OR, WA, ID, MT, AK, UT, HI, British Columbia

Director Jim Rigg

"I have been looking at H-body sales brochures on line and buying some here and there for quite some time. Dave Quarterman was kind enough to supply me with all the brochures I had not seen, which made this story possible. Thanks Dave. H-body.org has a large number of brochures on their web site for easy viewing if you are interested. Originally, I wanted to have a couple of brochures for display and then I thought, did we really dress like that? *Oh yes, and it was cool.* Was I cool? *Not you!* Fortunately, good looks never go out of style (so I've heard). I have been wondering about the process of developing changes for each year's new model. Why some changes are minor and some are major? It seems that each major H-body change lasted about 2 years. In between, they made minor but noticeable changes. I was mainly interested in wheels and wheel covers because that is what occupies a significant portion of the visual field. Why make something as basic as a wheel for the car and then change it? I know full well that all changes are made to sell cars or save money. What I should be asking is: How do they catch our eye

this year and not last year. Obviously, the answer is "change". So when and what did they change in wheel covers and wheels for the H-Body cars? I have noticed that the Nissan Maxima seems to have new wheels every second or third model



year. If you break a wheel you have a much smaller number of Maximas to look for at the wrecking yard.

With this vast trove of sales brochures, I looked at each model and year to see what wheels or wheel covers were featured in the brochures. As you would expect the Vega only had one choice for the first two years and the Astre only had one choice in its first year. Shortly afterwards more covers became available and were available across more of the H-body models. Each wheel cover had the proper manufacturer brand badge; Chevrolet, Pontiac, Buick, or Oldsmobile. Some covers were only available for certain models. There were four aluminum wheels, Cosworth for one, which were only available for certain models for a year or two. Cosworth wheels were 75 and

76. The snowflake was offered for three years in the brochures. The square hole aluminum wheel was only offered or shown in one year sales brochure. Same for the Pontiac wire wheel cover. These latter items should be very rare. The summary table at the end does make for some interesting viewing. This is all based on what was shown in the dealer sales brochures. There may have been more choices on the actual order forms or as the manufacturer built cars for inventory and used up existing part inventory. We have heard that Cosworth wheels showed up on some Vega or Monza Wagons after 1976. In short, GM tried to wow us with fancy and fancier wheel covers and when that began to fade, aluminum wheels."

Excerpt From Jim's latest newsletter. Jim has been very good at research and finding out plenty of interesting history for not just the Cosworth Vega but for all H-bodies!



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

Director, John F. Cowall

Another year over, and what have you done? Our Cosworth Region has had a GREAT TIME with plenty of events. In February, we had a few members meet at the Detroit Autorama, one of the top 3 professional car shows in the country. In May, we had seven members with five Cosworths at the Coldwater Car Show. We hope this to be an annual event on the Saturday before Mothers Day. Our CVOA National Round-Up saw twelve members of our Regions, plus their families, making up over of third of the people in attendance. For our last event of the summer, on Saturday, August 17th we attended:



Woodward Avenue Dream Cruise, possibly the largest Cruise in the world, rivaled only by Hot August Nights in Reno, Nevada. Detroit IS the Motor City, with the area currently home to General Motors, Ford, and Chrysler. The GM World HQ is a block from Woodward in downtown Detroit. Ironically, the building was built by the Ford family in a effort to revitalize Downtown. Ford's most famous factory, the Highland Park Plant, is right on Woodward Avenue and is a National Historic Site. It was home of the first production line, Model T, the first \$ 5.00 / day wage, as

well as the violent strike in the 30's. Chrysler's original home was two miles east of Woodward and that Ford plant.

The Cruise begins a Eight Mile Road, the northern border of Detroit, and runs (crawls, actually) north on Woodward for over 12 miles to Pontiac, Mi, former home to that car company. The Big Three set up their shows of cars an performance parts around Thirteen Mile Road. People actually begin "Cruisin" the previous Sunday, with every evening more and more Muscle Cars, street rods, rat rods, customs, sports cars, classics, classic, wanna-bes, orphans, home-builts, pick-ups, jacked-ups, bike, trikes... you name it, they cruise it!!! We staked out 8 spots at 7 AM in a bank parking lot ¼ mile south of Twelve Mile with stanchions made by our friend Wally with Cosworth wheels as a base and topped with Cosworth cam covers and yellow rope.. With our Cosworths # 0803 and # 1000 looking professional enough, others asked if we'd let them park in "our" lot, too! Our "organization" of the event came through my son John J. Cowall and Dick Baumhauer calling our "pre-registered" people with our location. Dick came with his wife's beautiful '65 Corvair Monza, pale metallic blue inside & out. Wally Van Vyne and his daughter Samantha came with his Autorama-winning Cosworth. Later, His wife Sandy came with their other daughter Sabrina in their black & gold Oldsmobile

442 convertible. Gary Antionette came with his professional-show quality '76 Cosworth, black with the rare black & white cloth interior. Joe Gall came with his very nice Datsun 240Z, which seem to more rare than a Cosworth Vega, but I may hang out in the wrong circle. Charles Watson came and told us stories of the "old" GM before bankruptcy.

Dozens of people walked into the lot to check out our cars. Many had "I had a Vega" stories. When I was buying a used Honda a few weeks ago, I was asked what other cars I've had so I mentioned the 20 Cosworths we've owned. The young salesman behind my salesman mentioned that he was talking to a Cosworth owner on Woodward. He explained what he had heard, and I remembered it was I that he was talking about!

Excerpt from latest Region 8 Newsletter submitted by John F. Cowall



Region 9 IA, KS, NE

Director, Don Hawbaker

See The spotlighted member on page 10 -11. Also, Don had to "thin out" his car

collection. But he still has 1 Cosworth!

Region 11 IL, MO

Director, Roy Linenberger

No news as of this latest publication. If you have any events or activities for this region, please contact your Regional Director!

Region 12 TX, OK, LA, AR

Director, Dan Newman

Dan and a few of his regional members have been actively organizing the San Antonio Round Up for 2014. See Page 12 for the details!

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

Director, Bryan Pridmore

Get Together in Seaside, CA

I hope everyone read the email about the Get-Together planned at the Concours d' Lemons this past August. It might not have been an event for everyone, however I can say that everyone that made it, made it a memorable event. Michael Young who was the lone CV last year was at least twice looking at a camera for an impromptu interview. (I nearly missed it while away talking to the new owner of Rosanne Bars' camouflaged limousine). Michael welcomed the five other members that joined him for this year's event. It is dubbed the "Concours d' Lemons and is held in Seaside, CA just north of Monterey, Carmel and the world renowned "Pebble Beach Concours d' Elegance" during automobile week. Four of us met for a coffee, a half hour northeast of Seaside and rallied down the coast together. Our timing was good in that we were early enough that Barry and I had time to drive to Skip's automotive to replace a fidgety alternator (internal voltage regulator). This was time well spent considering he drove his CV the farthest. Both he and Cliff made the near 300 mile trek from Southern California, Barry from

Oceanside, Cliff from Los Angeles. Cliff actually had a spare alternator in his car hauler but it became a spare-spare once Barry stepped out of Skip's shop with a new one. Back at Laguna Granada Park it was beginning to show signs of a car show with a banner of a Gremlin and a Vega (Cosworth wheels), easy-ups, Hagerty Insurance (major sponsor) booths and signs like K-Kars, Swedish Meatballs, Merican, Soul Sucking Japanese Appliance, Oil Burners, Ass engine sleds (Hessian& Non-Hessian), OPEC I & OPECII, Awful editions. But more uplifting was parking behind two more Cosworth Vega arrivals. That made six, not a baker's dozen but definitely giving Michael some support this year. The docents gave us top billing, lining us up right at the entrance before the Gremlin, Reliant and a Pinto woody wagon. Barry and Michael teamed up for the alternator project. Cliff already had his tuxedo shirt on to match his white interior, his brother Craig rode shotgun on the trip. Lloyd, myself and Sheldon went over the CV's to make sure no geese do-do was stuck anywhere besides n our tire tread. That's when I found a door size piece of cardboard for the pit crew to

have for the underneath portion of the alternator project.

Get-Together Meeting

Rice bowls were the offering for lunch and Barry sprung for the chicken teriyaki rice bowl for Michael to show his appreciation for the mechanical help with no leftovers, (parts I mean). This was a good time for our meeting so I gave my daughter the camera and asked her to take some pictures. I think she got one with me in it.



**Concours d' Lemons banner
with 73' Vega**

Community Service

Another hour or so was spent talking to people or in Michael's case a camera. This is where we shine as CV owners; there is a story to be told. There were

Region 13 and 16 Continued

our Cosworths, parked in row, hoods all open, amongst a cornucopia of other entrants all getting their share of attention. Lloyd was explaining some detail to the couple wearing matching Petersen Auto Museum jackets, Sheldon was kicking it in his V-8 Cosworth, My wife and I walked about and made some new friends. All the time there were judges, making their way through the outdoor museum/circus of automobiles and other internal combustion vehicles. Of course anyone following the Pebble Beach Concours noted the elegance of the Lincolns. Not to be out classed, the Mark V Lincoln was well represented here too, adorned with a more western



motif. At first I thought it was Red Pollard mounted on Sea Biscuit. Looking closer I realized R. Pollard did not wear that type of hat and preferred his

fists to holstered side arms. There was an; Amphicar, Edsel, Corvairs, Radio Flyer wagon, camouflaged limousine, a dragster and an Rambler convertible American, to mention a few.

Awards

We scored zero in the awards, but clearly you can see what we were up against. They don't judge on a curve here, you really have to have your "game on." After all, it is Automobile Week. Oh, we tried many of the right moves, like the bottle of beer and snacks deliberately placed for the judges, a fabricated (or not) mechanical failure to lure them to the forbidden (lemon) tree.



We let the sponsors (Hagerty Insurance), interview us time and time again. In one strategic effort toward an award we agreed to forego our road rally and allow Hagerty's video duo to join us as we drove to our dinner destination at "Baja Cantina." They did this to film our five Cosworth entourage, from a drive along

vehicle. Plus we allowed them to place GoPro video units on our CV's. Upon arriving at the "Baja Cantina" we chose a small meadow just off the parking lot. Of course we blatantly offered the filming duo a place at our table, but they were too smart for that non-sense. At that same moment, a sprinkler popped up in the center of the meadow, although it appeared to be pandemonium as we aimed keys toward our locked doors to move our star struck, detailed, rising stars away from the spraying water, everything was entirely under control. Barry, however, backed us up by simply dropping a barrier cone over the rogue sprinkler. The same barrier cone we drove around to park there! We all had a good laugh over a good meal after a good day at the car show.

Excerpts from Bryan's latest Newsletter



CVOA Directors Wanted!

If you would like to be a CVOA Regional Director in a region that is currently merged or one that does not have a director, please contact CVOA President Shawn Parsons at Shawn.I.Parsons.mil@mail.mil

Region 17 ND, SD, MN, WI

Director Dale Malin

I made the trip to Green Bay for Round Up 34 in July. Since I was travelling solo, I decided to just drive the Suburban over and trailer #0123 and #0711. As you recall from my last newsletter, neither car had been out of storage by mid May due to the never-ending winter of 2012-2013. Well, I did FINALLY retrieve them both in late June, and when I got them out, I found that neither car would start. This of course was 3 weeks before the Round Up.

In September, I got a call from Joe Phillips. He had a weekend that he could be free to R&R the failed starter on #0935, and had hoped to make a get together of the effort. And since I wanted to pick up some more wine for Lori from some of the Door County vineyards, I readily agreed that it sounded like a great idea! So, on nice Saturday in September, with the sun shining, I drove over to Green Bay and met Joe and we removed the old starter and installed the new starter. Joe had done this once before, from underneath the car and carefully snaked out the old starter and then reversed the process to again carefully snaking in the new starter. I tried this once, and lost pa-

tience long before getting the old starter out, so it is apparent Joe has much more patience than I do. This time, since there were some other minor items Joe wanted to take care of also, and because we weren't both going to fit under a Cosworth at the same time, we decided to remove the intake manifold first in order to gain unobstructed access to everything we needed. The issue with the "old" starter is that the solenoid had failed in the "engaged" position, causing the starter to stay engaged with the engine running, and the only way to stop it was for Joe to disconnect the battery. This of course resulted in the armature of the starter rotating faster and longer then it's poor little bushings could tolerate, and the ensuing carnage had resulted in the armature now also contacting the outer windings of the motor, creating too much drag for it to turn itself over, much less the Cosworth's engine. Ouch. The plan was to try to replace just the solenoid, but I brought an old Vega starter I've had in the garage for 30 years along "just in case" there were more problems than just the solenoid. So, in went the old used starter, addressing some minor wiring and

plumbing concerns, reinstallation of the intake manifold, and with the aid of a battery charge, #0935 sprang back to life. Success! Afterwards, Steve Mayefske joined us and we cleaned up and headed over to Culvers for a late lunch and more Cosworth talk, including future Regional meets and Round Up planning. But more on that subject later. Since my visit with Joe in September, his alternator has also failed. This failure was due to it not having the correct pulley and the alternator position front-to-back being changed, resulting in the alternator case rubbing against the bracket and wearing a hole in it and shorting out. Joe has a new alternator ready (less pulley) and has located the correct pulley and will be replacing the alternator soon also.

Excerpt from latest Newsletter from Dale Malin



LATE BREAKING ADDITION! COSWORTH VEGA PARTS FOR SALE!

Chris Wheaton has asked me to submit this add. He is looking to thin out some of his Cosworth parts and possibly some of his Cosworth Vegas. He has about 25 Cosworths in various conditions. He willing to accept reasonable offers for any of them. He has a very extensive parts collection as well! If you need something, anything, Chris probably has 3 or more of them! He is willing to accept reasonable offers. Chris lives in Fullerton, CA, has been a member for years, a Regional Director in the past, and also the Parts V.P. for the club. If you are in need, e-mail him at Cswrth1@aol.com to inquire on pricing and availability! This could be a once in a lifetime offer!

Submitted by John J. Cowall

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.**

Contact: Mark Rock
markarock@gmail.com
(440) 236-9669

www.cosworthvega.com/member_mdse/cam_sprocket.html



CVOA ADVERTISING POLICY

Business Advertisements Price Per Issue

1/4 page: \$10
1/2 page: \$25
Full page: \$50

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

Member/Non-Member Ads

CVOA members are entitled to one free ad per issue. Additional member ads are \$5 each. For member ads, Cosworth data (dash #, VIN, color combination and options) must be included. Non-member ads are charged \$15 for an advertisement in two consecutive issues.

Please mail all Advertisements/Articles to:

Cosworth Vega Magazine
John J. Cowall
1755 Cleveland Ave.
Lincoln Park, MI 48146
Or email to: buddyleejc2@hotmail.com

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

Articles for the Cosworth Vega Magazine "Member Spotlight" series.

If you would like you and your Cosworth Vega featured in the CV Magazine, submit the history and story of you and your car, along with some photographs to John J. Cowall.

John J. Cowall
1755 Cleveland Ave.
Lincoln Park, MI 48146
313-618-1821

Cosworth Vega Muscle Car Gold Frame Watch

Features: Quartz movement, 1 ATM water resistant, silver oxide battery. Packaged in a white gift box. Specify men's or ladies when ordering. Please allow 10 days for production and shipment. \$29.95 plus \$6.00 shipping.



Contact: Art Treta
(315) 831-3569
C1451@aol.com

Cosworth Vegas for Sale

No ads at this time.

Non-Cosworths for Sale

No ads at this time.

Cosworth Vegas Wanted

No ads at this time.

Parts for Sale

Parting out CV # 2396. Has a T-50 5-speed complete with shifter and original knob, original instruments, rear end, all suspension parts and steering gear. Both headlights and housings are in good shape. All the side marker light lenses (both the red and the yellow) are in perfect condition. Both rear tail lights are also in perfect condition and are very hard to find. Includes a new Cosworth Vega wheel with mounted tire.

Contact: Dick Rogers
P.O. Box 593
Mira Loma, CA 91752-0593
(951) 360-8565

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



Ertl 1/8 die cast 1972 Vega models. There are twelve in total, all different and all never opened. Set is in excellent condition. \$650 for the set plus shipping.

Contact: Dave Quarterman
Dave's Vega Village, Anmore, British Columbia

Vega hood that will fit any Vega manufactured from 1971 thru 1976. \$20.00 Plus shipping.

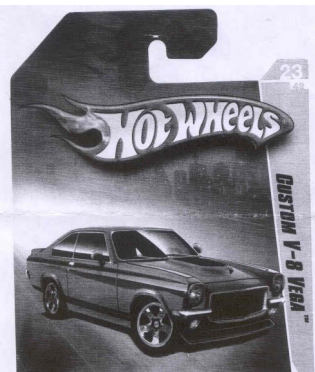
Contact: Dick Bradach
330-325-7312
dmlbradach@aol.com

CV open stripe kit without words. Steel Vega rally wheel-\$10 Set of (4) aluminum 13" snowflake wheels in very good condition with (3) center caps and one needs attention - \$100.

Contact: Jim Rigg
208-367-1004

Drip Rail Molding

Contact: Jerry Smith
(321) 297-6566
cwvega76@gmail.com



Hot Wheels Custom V-8 Vega Hatchback. First generation Vega. Turquoise in color. L88 hood scoop, mag wheels, side stripes, front and rear spoilers. Multiple available.

\$10 each plus shipping

Contact: Michael S. Braun
413 River Road,
Pequea, PA 17565
(717) 284-3241

Parts Wanted

No ads at this time.

CVOA Regional Directors

Region 1

MA, RI, NH, ME, VT, CT
Presently merged with Region 2

Region 2

NJ, NY
Keith Meiswinkel
445 Plains Road
Wallkill, NY 12589
(845) 895-3027
kmeiswinkel@hvc.rr.com

Region 3

PA, DE, DC, MD, VA, WV
Director Needed
Email Shawn Parsons if you are interested.

Region 4

NC, SC, GA, TN, MS, AL
Shawn Parsons
501 Northlands Lane
Evans, GA 30809
(706) 726-3709
Shawn.I.Parsons.mil@mail.mil

Region 5 - FL, PR, VI

Email Shawn Parsons if you are interested.

Region 6

CO, WY
Presently merged with Region 14

Region 7

OH
Presently merged with Region 8

Region 8

MI
John Cowall
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(313) 388-1026
jcowall@hotmail.com

Region 9 - IA, KS, NE

Donald L. Hawbaker
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(515) 992-3634
Fuelman1946@aol.com

Region 10

IN, KY
Presently merged with Region 8

Region 11

IL, MO
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Paw Paw, Illinois 61353
(815) 627-9410

Region 12

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Dan.Newman2@GTE.net

Region 13

Presently merged with Region 16

Region 14

OR, WA, ID, MT, AK, UT, HI, British Columbia, Canada
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Region 16

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Cos5speed@gmail.com

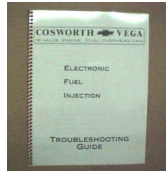
Region 17

ND, SD, MN, WI
Dale Malin
697 Old Hopkins Place
Hudson, Wisconsin 54016
(715) 386-7741
dlmalin@hotmail.com

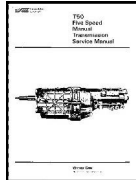
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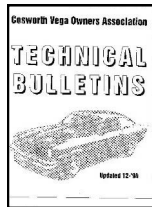
CVOA-MAN-1 \$ 17.00
Fuel Injection Diagnostic Manual - Comb bound photocopy of manual written by Phil Good, one of the Bendix engineers who developed the Cosworth Vega EFI.



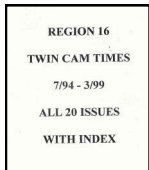
CVOA-MAN-2 \$ 8.00
Five Speed Service Manual - From Borg Warner, 12 pages, spiral bound.



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.

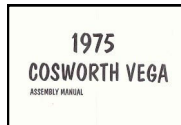


CVOA-MAN-5 \$33.00
Duke Williams - Twin Cam Times Portfolio Complete set of Duke's work on the Cosworth while Director for Region 16. Stapled issues with an index.



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.



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

CVOA-PUB-1 \$5.00
Cosworth Vega Magazine Back Issues - All back issues of the CVOA magazine are available as photocopies.

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



CVOA-PUB-2 \$165.00
Complete Set Cosworth Vega Magazine Back Issues
Certain back issues are available only as photocopies

CVOA-ACC-1 \$ 9.00
Key Ring - "Spanish Gold" alloy casting of the horn emblem. Enameled blue/black logo. Large diameter 1.75 inches.



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



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



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



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



* Items sold to current CVOA members only *

How to buy CVOA parts and merchandise

Order online at 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:

Chuck Larsen

3509 Dean Street

Woodstock, IL 60098-7682

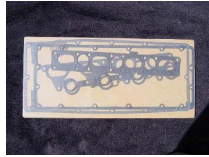
Email: cosvega76@yahoo.com

Prices include shipping to the 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

CVOA-PT-01 \$39.00
Upper End gasket set. Includes cam cover, cam carrier, intake and exhaust.

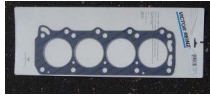


CVOA-PT-13 \$11.00
Fuel Injector "O" Ring Kit - Includes (4) fuel rail grommets, (4) injector manifold seals, (8) injector to rail seals, and instructions.



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

CVOA-PT-02V \$26.00
Head Gasket (Victor) with instructions for making the oil restrictor. .045 Thickness



CVOA-PT-03 \$45.00
Lower end gasket set. Includes oil pan set, oil pump set, rear main set (rope seal), and water pump gasket.

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



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



CVOA-PT-07 \$17.00
Distributor drive belt.



CVOA-PT-08 \$75.00
Cam drive belt
Fel-Pro Water Pump Gasket - No Charge with Belt Set Only



CVOA-PT-09 \$85.00
Water Pump with updated bearing set. Water pump purchase requires core to be returned. Gasket included.



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 Weather-strip Adhesive and some 3M Strip Caulk from your local parts store.



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

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-15 \$190.00
Reproduction Complete Stripe Kits - Excellent quality done on computer controlled equipment. Lettering is gold with die-cut black background as found on 95% of the cars.

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

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



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



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

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

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

CV Rebuilding / Repairs and Reproduction Dash Bezel

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

***Note:** Dash bezel is a two piece design

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 Ridgcrest 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) 353-2450 Email: rstallwitz@grics.net

Water Pumps

Superior Pump Exchange
2341 W. Cypress Phoenix, Phoenix, AZ 85009-2713
(602) 252-7308

Seat Upholstery Material

Original Auto Interiors (<http://www.originalauto.com>)
7869 Trumble Road, Columbus, MI 48063-3915
(586) 727-2486

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>)
2407 Research Drive, Livermore, CA 94550
(925) 371-6551

Fuel Injector Cleaning and Testing

Superior Automotive (<http://superiorautomotive.com>)
2675 W Woodland Dr., Anaheim, CA 92801
(714) 503-1880. Contact: Joe Jill.

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.metromp.com>)
11610 Jay Street NW, Minneapolis, MN 55448
(800) 878-2237

Cosworth Vega Professional Wheel Refinishing

Wheel Medic
2971 Silver Drive
Columbus, OH 43224
(614) 299-9866

CVOA Technical Advisors

Questions and Advice

***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) 339-0838
4pm-9pm EST
BobC997615@yahoo.com

***15 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

***EFI, Webbers, Engines, Performance Parts, Suspension, Body and Interior**

Tim Morgan, Houston, TX
(281) 589- 0449
9pm-10:30pm CST M-F
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

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

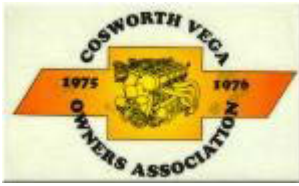
Maurice Schecter, Williston Park, NY
(516) 294-4416
9-11pm EST M-F
Mauricsch@cs.com

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

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Dukewilliams@netzero.net

***EFI, Webbers, 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



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