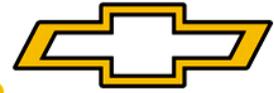


# **COSWORTH VEGA**



## **OWNERS ASSOCIATION**

CVOA INC., P.O. BOX 5864, PITTSBURGH, PA 15209

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**SEPTEMBER 2019**

**ISSUE 134 Q3**

### **2019 CVOA NATIONAL ROUNDUP REVIEW**

**CVOA 2019 Hall of Fame  
Inductees**

**Annual Directors Meeting  
Review**



**2019 CVOA Heritage Gold  
Award Winner Tom Yanecek**

**Cover Photo Courtesy of  
Mark Rock**

**Leesburg, VA CVOA NOVA 2019**

**CVOA Website Updates**

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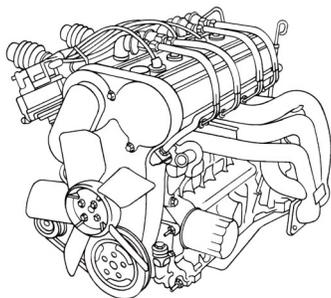
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**Deadline for Submissions for 2019 Q4 Magazine is 11/10/2019. The Q4 Magazine is tentatively due out about 12/10/2019. Please submit all articles, ads, etc. to**

**cvoapresident@hotmail.com**

**Thank You,**

**John J. Cowall**

**CVOA National Magazine Editor (and President)**

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## CVOA President's Note

### CVOA President's Note

First, Let me publicly Thank Ken Rock, Kristin Rock, their 2 fantastic children A.J. and Lauren (also their cousin Alec Chrystal), along with Mark and Barb Rock, and Dan Rock with Josie. The entire Rock family really hit a homerun with this year's National Roundup. Putting on a National Roundup takes some serious planning, logistics, communication, legwork, etc. You can tell Ken and Kristin really took their time planning events, thinking through the logistics of getting people cross country, and making sure everyone knew the timelines for events for the whole weekend. Oh, did I mention the family had 3 CVs in attendance?! Also, Ken and Kristin invited the entire CVOA family into their home on Friday of the Roundup, and were the most gracious of hosts. The entire Rock Family was outstanding, and the Roundup was a huge success. Ken and Kristin, again, Thank you, it was awesome!

So Summer has come and gone. Where did it go?! My family and I made a huge change, we bought a new home! Not too far from old house, but a much wanted upgrade. And, I got a MUCH bigger garage! (I have doubled my garage space, and still managed to fill it up with everything from the old one. I did not realize how jam packed my old garage was!) As we all know, moving can be quite adventure, and ours was no exception. (As I type this, we still are getting the second bathroom redone. We found mold...) This is the main reason for getting this Magazine out so late, just trying to get settled.

The move was hectic, and less than a month from officially moving in, I was on my way with my Dad to the National Roundup. I definitely felt rushed, frantic, and nervous to get to the Roundup. And, to make my nerves more frazzled, JC (my dad) and I decided to drive ol' #1000 to the Roundup and tow his #0803. Luckily, #1000 was a champ, no issues, there and back. It was a pretty special drive out to the Roundup. JC wanted to drive the first leg in #1000. When we stopped, he was grinning ear to ear, and ended up enjoying the drive so much, he drove the whole way out to the Roundup in #1000! (I ended up

driving #1000 home, and he is right. Driving a CV on a long distance run is pretty thrilling. Hearing the engine hum, taking in the scenery, and just feeling the wind whipping your hair as you do 80 mph on the freeway is exhilarating. We had the foresight a few years back to equip CV #1000 with a T-50 5 Speed, and kept the 3.73 rear end gear. This makes for decent RPMs in 5<sup>th</sup> gear, doing about 3700 rpm while doing 80 mph. (more on the Roundup later...)

Shortly after the National Roundup, we had our annual Regional Roundup at the Woodward Dream Cruise. The weather was fantastic, and people came from a few different states to join us, including Mark Rock, Bob Mieyal, Joe Lathrop, Kevin Singleton in his Sunbird, and Chris Howlett in his Monza came down from Canada. We also had quite a few Members join us from Michigan. I got to see CV #3087 again, now owned by Paul Trickett. (I realized, the last time I saw that car was 2 years ago at the Woodward Dream Cruise when Paul bought it off of JC!) This was the 6<sup>th</sup> straight year we have had the Woodward Dream Cruise Regional Roundup. Each year brings something different, some of the same, and pretty awesome stories! We had 7 CVs in attendance, and 3 other H-Body cars join us throughout the day. The most surprising was new Member Alex Lautenbach with CV #2947, a Blue CV with White Interior. He had parked about ½ a block south of us, and did not realize we had a Regional Meet until later in the afternoon! He eventually brought his CV over to join the rest of us. (this CV was owned by Former CVOA President Steve Mayefske!) Also, Tom Klepsky met up with the Club, he is from the Cleveland, OH area. He owns CV #0612, formerly owned by Mal Kooiman! The cars stay, and new owners get to enjoy these amazing cars!

Though this hectic Summer, I was voted again to retain the President's chair for the CVOA. It is an honor, and I look forward to the next 3 years in this position for the CVOA. As we look forward to the Fall and Winter months, I have seen a surge in online orders for parts, mainly o-ring kits and cam belts. Its great to see our Members are taking care of and using their cars. If there is anything I can do to help you to enjoy your car,

## CVOA President's Note Continued

please, don't hesitate to ask. I am a phone call, a text message, or an e-mail away! This year has been rewarding on the home front for me and my family. But it has also been rewarding on the CVOA Front. I have had the pleasure to interact, help, chat, and wrench with many new faces and old faces in the CVOA. Lets keep up showing the Car Culture that there is still some life in these old beasts yet!

Thank You,

John J. Cowall

CVOA President

Proud Owner

- CV #1000, CV #3136, CV #1714

## CVOA Annual Regional Director's Meeting Recap

### 2019 CVOA Regional Directors Annual Meeting

For the first time ever, the CVOA held its Annual Regional Directors Meeting through the Official CVOA Website. Since its inception, the Directors Meeting has been held during the CVOA National Roundup. The Decision was made to move the Directors Meeting to the Website on the Forums platform to allow more participation from all Regional Directors as well as the General Membership. Over the years, attendance to National Roundups has waned a bit, and become more costly. This has led to not all Regional Directors the ability to attend the Meeting. Going to the CVOA Website Forums platform was seems to be a way to allow more attendance, more interaction, and allow a longer time frame for thought out responses and debates. The decision to have the Directors Meeting for 3 weeks over the Forums Platform on the Website was made. Logistically, a dedicated Forum was created for the Regional Directors Meeting. About a week prior to Opening the Meeting with a Roll Call, The President posted the Outline for the Meeting. The thought process to posting the Outline is to allow others to read over the Agenda, and gather thoughts and comments as topics arise. Each bullet point of the Agenda will have its own post for each other to comment and discuss in the Comments section of the Bullet Point. (this way, each topic is covered, and discussion points do not get mixed up between each other) . And the Meeting was underway!

### Roll Call

Meeting called to order on June 4<sup>th</sup> 2019 by John J. Cowall, CVOA President

In Attendance – Mike Rupert, Shawn Parsons, Tim Coughlin, Jack Hovick, Brian Prydmore, JD Smith, Jay Hovick, John F. Cowall, Al Chuilli, Bill Lynch, and viewed by others

Review of 2018 Directors Meeting- No discussions

Approval of 2018 CVOA Financial Reports/ Membership Reports- Approved Unanimously

# CVOA Annual Regional Director's Meeting Recap Cont.

Discussion of Old/ Unresolved Topics- No old topics to discuss

New Business Topics

What can the CVOA as an Organization do with a Surge in V-8 conversions

Lively discussion held. Unfortunately, not much as an Organization we can do to prevent these from happening. We should concentrate our focus on just documenting these cars when we can, and try to preserve the cars and promote the Cosworth Vega Heritage.

Review/ Discuss Regional Meets (first Year trying really promoting this as an expectation)

No discussion put forth. But, each RD did try and promote a Regional Meet in their Region.

Review Hood Pad Stock, Any issues

Lively discussion regarding shipping/ packaging constraints. Inventory level is a little high, but we are experiencing some sell through. Shawn Parsons did uncover a nonconventional way to ship that is much more cost effective, using Greyhound bus system. Used once, worked well. Also discussed bringing to National Roundups to sell through as well.

New Online Election Cycle

This was the first year for holding Online Elections through the CVOA Website. We used a third party program for the data collection. Proved to be successful. Final Results

CVOA President, John J. Cowall, 36 votes for yes, 0 votes for no

NorthEast Regional Director, Mark Nizer, 29 votes for yes, 0 votes for no

Only issue. Members must be on the honor system to only vote once. We were using a free data collection service, that could allow for Members to vote more than once.

CVOA New Parts Programs Discussion

Decision Made to focus on maintenance items, cam belts, etc.

Members can research larger one time buys, bring findings to the CVOA to allow decision if CVOA will fund larger project or not

5 Region Restructure Review

Overall approval of the new 5 Region Structure. (4 actual Regions, 1 "Region" for H-Body Enthusiasts)

Review/ Recap/ Votes for 2019 Meeting

No votes for any pressing matters

**Motion to Close Meeting on June 26<sup>th</sup> 2019** by John J. Cowall

Seconded by JD Smith

The Meeting was productive, and laid the groundwork for future Directors Meetings!

Thank You to all who Participated. And, hopefully, next year we will get more Members to participate in the discussions as well!

Thanks,

John J. Cowall

CVOA President

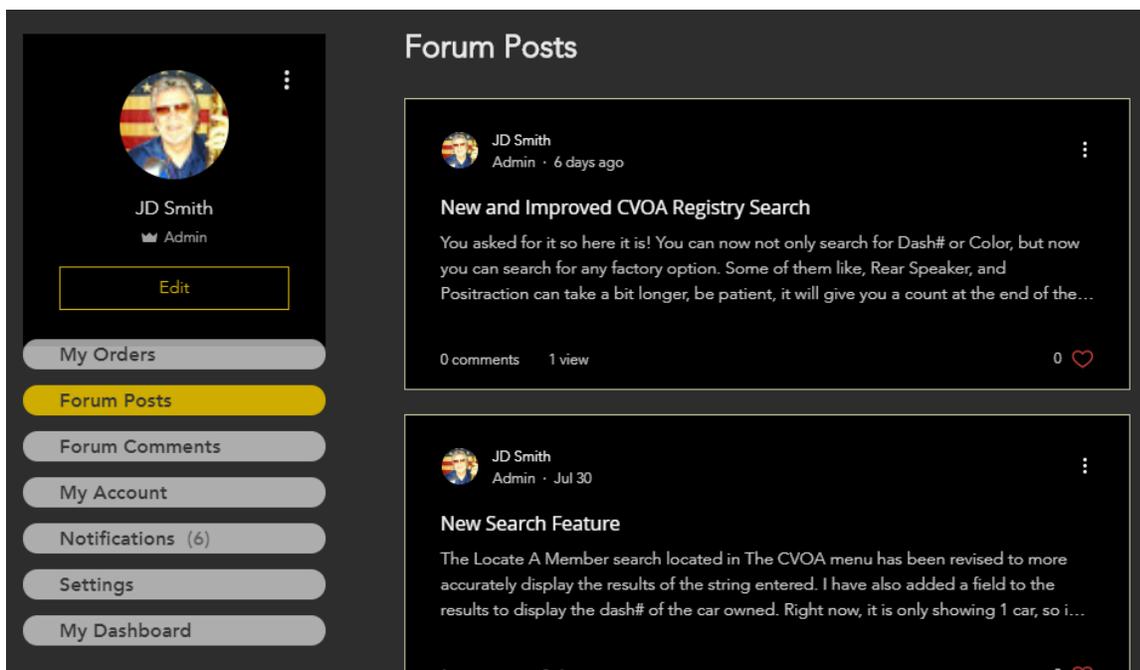
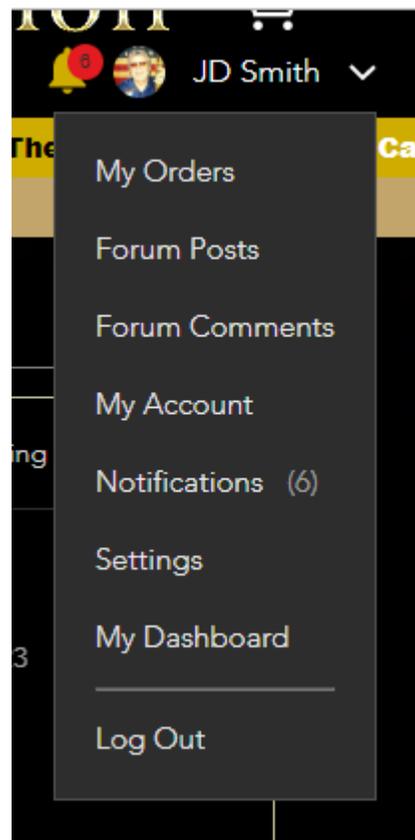
# CVOA WEB CORNER

The Web Corner - Improvements/Enhancements and Additions to the New CVOA Website

#1. New Member Dashboard: You may have noticed a change in the header of the website with respect to Logging in. As before, if you are not logged it shows "Login", then if you login it changes to Your Name (or email), a miniature of your photo(if you uploaded one), and a Notifications bell, indicating that you have forum items you are watching that you have not read. Additionally clicking the down arrow shows the following dropdown menu:

Clicking on any item will allow you to view and or make updates. For example, if you move and need to change your mailing address and phone numbers, click on My Dashboard

Note: If the login info at the top is only showing your email address, you need to edit My Account and add your name. This is the website LOGIN account and is separate from your CVOA Account in My Dashboard.



## WEBCORNER CONTINUED

#2. Legacy CVOA Tech Bulletins: During the eighties and nineties a series of Tech Bulletins were published by a number of regional directors, etc. These publications have previously only been available in printed form (still) and can be purchased from the CVOA Merchandise Store. The printed version was a very large document which was created by scanning in each one and then assembling them into a single large file. This document has now been split into individual PDF files and a database has been created to store them and make them keyword searchable. You can access these Tech Bulletins at "The Tech Corner" and scrolling down to the 4th item on the left. Just enter any search value and hit the Enter Key.

#3. Improved Member Search: The Locate A Member search located in The CVOA menu has been revised to more accurately display the results of the string entered. You can now search by name, email address or state. I have also added a field to the results to display the dash# of the car owned. There is a new field in your CV registration to designate your primary car. If you own more than one car this display only shows your "Primary". What is interesting is that if you search by State (using the standard 2 letter abbreviation) you can find out how many Cosworths are in your area.

#4. New and Improved CVOA Registry Search: You asked for it so here it is! Originally you could only search for Dash# or Color, but now you can search for any Factory Option. It will give you a count at the bottom of the first page of entries. For example did you know that of the total 2423 CVs registered that 281 have "swing out" rear windows? Some of them like, Rear Speaker, and Positraction can take a bit longer, be patient, it will give you a count at the end of the search listing.

#5. Thanks to Clark Kirby who did the data mining of EVERY SINGLE CVOA Magazine we have a new category of Awards in THE CVOA page, "Roundup Concours Winners". It lists each of the winners by points of each class of the Concurs judging for every roundup from 1980 to 2018. Going forward I will be updating this page after results are published in the magazine.

#6. Paul Wicker a long time CVOA member, retired GM employee, and the unofficial club historian has preserved a set of EFI, ignition, et. al. engine parts for the 1974 pre-Production Cosworth Vega. He had them on display at the Roundup in Virginia. Mark Rock took some very good photos of these engine parts and sent them to me. If you visit the page "The Car" and click on "Cosworth Vega History", then scroll down and you will see a photo of the engine (single intake EFI) with Cal Wade the engine design engineer. I have added a popup photo gallery to that page section where you can see these very rare parts.

#7. Bug Fix: Fixed a long standing bug when searching for Colored Cosworths in the Registry where after the first dozen were displayed, going to next page would show next dash# regardless of color. The same technique used to fix this was incorporated into the new CV Registry Search when selecting factory options.

#8. Bug Fix: The top level menu item was changed from "The Cosworth Vega" to simply "The Car" due to the menu being truncated when viewed on the mobile version. Also The Car was moved to be the FIRST menu item instead of the second.

Respectfully Submitted:

JD Smith

Proud Owner CV #3241

# 2019 CVOA Hall Of Fame Inductee

## Mark Rock

### 2019 CVOA Hall Of Fame Inductee- Mark Rock

Mark Rock has been a Giant in the Cosworth Vega Owners Association. He has written numerous articles, tech tips, and compiled 3 volumes or Cosworth Vega Tips and Tricks. The content in the written compilations alone merit this Hall of Fame Honor. Mark has also dedicated his time, expertise, and wisdom to countless CVOA Members and Cosworth Vega Owners to help keep those Owners cars Roadworthy and Show worthy.

Mark holds the Distinction of being the only CVOA Member to attend all CVOA National Roundups (through Roundup 40). He has also hosted Regional Meets. He was the Host of the 1994 CVOA National Roundup. Mark's presence at these National Roundups and in Annual Directors Meetings has helped shape the CVOA into what it is today. His thoughtful and thought provoking nature have driven many discussions that have formed Policy for how the CVOA functions.

Mark has held many formal positions with the CVOA. He was a Regional Director, CVOA Website Webmaster, Long Standing Tech Advisor, National Roundup Host. He has also contributed in other ways. His photo documentation of CVOA National Roundups has helped to preserve the History of the National Roundup, the People that attend, the Locations chosen, and the cars in attendance. He has also contributed door prizes and other donations to the CVOA, as well as participation in Club Level Parts Programs.

Mark Holds the Distinct honor of being a two time Recipient of the (retired) Robert A. Maloy Award. Mark earned awards with his CVs in both Concours Events and Speed Events both locally and Nationally within the CVOA. He was a Member of an Early Organization in Ohio called "The Twincammers", and from there became a CVOA Member, and has been ever since!



Mark Rock's CV #3387. He has DRIVEN this CV to many National Roundups and Regional Meets.



Mark Rock's 2019 Hall Of Fame Award. Hand Crafted by his son Ken and Grnadson A.J.

# 2019 CVOA Hall Of Fame Inductee

## Bob Chin

### 2019 CVOA Hall Of Fame Inductee- Bob Chin

Bob Chin has held many influential Official CVOA Offices. He was CVOA President from 1988-1993, CVOA Merchandise Director from 1984-1988, CVOA National Magazine Editor from 1985-1994 (35 Magazines Published), Regional Director from 1983-1996, National Roundup Host in 1985, and Tech Advisor from 1993 to now. Bob helped in shaping the CVOA and leading it through some tumultuous years. His tenure as National Magazine Editor is the 2<sup>nd</sup> longest tenured person to hold that position.

Bob has greatly shaped the Concours Event and set the Groundwork for the Expectation Levels for the CVOA Heritage Gold Award Program. Through the early years of the CVOA, Bob was judge and some Roundups was Chief Judge for the National Concours Events. He restored CV # 2987 to an Exceptional high standard, effectively setting the bar for Restorations in the CVOA. He has earned many Concours Awards and other CVOA National Awards.

Bob continues to benefit CVOA and Cosworth Vega Owners today. He is active as a tech advisor on Social Media. He has benefitted so many CVOA Members throughout the years and is highly deserving of this honor.



Bob Chin's former CV #2987. Bob restored this car to a level that helped create the standard for all restorations. This car is now in the care of Jeff Romeo.

# 2019 National Roundup Recap

## 2019 CVOA National Roundup Recap (Leesburg, VA July 26<sup>th</sup>-28<sup>th</sup>)

The National Roundup was held this year from July 26<sup>th</sup>-28<sup>th</sup> in Leesburg, VA. The Northern Virginia area has so many attractions to see, you could spend two weeks in the area and still not see all of it! And, we as a Club tried to fit in as much as we could in a 3 day span. This year's Hosts were Ken and Kristin Rock, with plenty of help of from the rest the Rock Family. (Mark and Barb Rock, Ken's children A.J. and Lauren, their cousin Alec Chrystal, as well as Dan Rock with Josie). The Roundup hotel was the Embassy Suites in Ashburn, VA, and the weather was outstanding! Many CVOA Members started arriving early on Thursday, and the Roundup began!

We ended up with 14 CVs in attendance, and 3 non Cosworth powered H-bodies, and Jake CV (Richard Long's CV #3273, One Orange CV (John Bradley's CV #2909), One Buckskin Tan CV (Ron Orbin's CV #3434), Mark Rock's low mileage Firethorn CV (#3042), and a Blue CV (Frederick Seone's CV #2808). The Black CVs were owned by Tom Sullivan's CV #0195, Tom Yanacek's CV #0219, Ken Rock's CV #0259, Bob Black's CV #0334, Tim Seman's CV #0755, John F. Cowall's CV #0803, John J. Cowall's CV #1000, Robert Mark's CV #2064, and David Dempsey's CV #2550. Bill Lynch brought his Yellow Monza Spyder, Craig Fetter brought his 73' Chamois Colored Vega GT, and Dich Bradach brought his 71' Lil' Red Vega Wagon. The quality of the condition of the cars this year was phenomenal.

### Thursday

My father (John F. Cowall, JC) and I began our road trip to VA. I towed JC's CV #0803, and he wanted to drive CV #1000. The weather was fantastic, and we planned to meet up with the Lipperts around Cleveland, OH. The best laid plans... Unfortunately, Tom had an accident in the morning with his Minivan, so we did not meet up with them. But, eventually, they did catch up with us by the time we got to the Maryland border. (Tom was fine, a little sore. But, his Minivan was totaled.) Tom and Jake drove in Jake's "Cosworth", it is a ----- with a Cosworth Supercharger aftermarket setup on it. So, we ended up making it to the Hotel about 5 pm in VA. There

were a few other CVOA Members already checked in, and it was great to catch up, chat, and had a nice dinner that evening.

### Friday

The star of show was unveiled at Ken Rock's home Friday morning. We had the Heritage Award Judging session at Ken's home. Ken and Kristin had a fantastic setup on their front lawn and into their Residential Street. There was a tent set up, and many Members got to meet up and reconnect with each other. Also, some very interesting early pre-production EFI components were on display by Paul Wicker. Sometimes, the stories behind the parts and acquisition is even more interesting than the parts themselves! Most of the Members drove their CVs over to Ken's house, and lined the street. We also got to see CV #3042, Mark Rock's low mileage Firethorn with Firethorn vinyl interior. Ken and Mark get the car back up and Roadworthy about a month before the Roundup. It had been in storage for quite a few years.

But, lets get back to the Heritage Award. CV #0219 was on display for judging by Tom Yanacek from Pennsylvania. His car has about 34,000 original miles on it, and is in great original condition. The car has been very well preserved, and was detailed a few years back by Mike Price, who was very meticulous to keep the car in as original condition as he could. Tom has also done a tremendous job of maintaining the car, and the level of cleanliness was evident immediately. Tom also did his homework. A few weeks before the Roundup, he met up with a few other CV Owners and CVOA Members near him to go over his car with the CVOA Heritage Check Sheets. (For anyone interested in getting their car Judged for the Heritage Award, these Check Sheets are a great tool. Basically, it becomes an open book test!) The Judging commenced with Shawn Parsons, Tim Seman, John F. Cowall, and myself, John J. Cowall doing the judging. (More on this process later in the Magazine, including the results.)

After the Judging session was over, it was time for

# 2019 National Roundup Recap Continued

lunch. We had Pizza and pop, and then headed back to the Hotel for the actual “Registration” for the Roundup. More members kept arriving though out the day and into the Evening. One of the coolest things we received in our Registration Gift Bags was the Roundup T-Shirt. The design on the front was awesome. It is of a drawing of the cam carrier cover with its dimensions, with an overlay of Ken’s CV. Really cool! Throughout the day, the CVs just kept coming in, and were on full display near the front entrance of the Hotel. It was really cool to see. One of the more unique things about this years Roundup. We had almost the same amount of CVs driven to the Roundup as were trailered in! 7 CVs were driven to the Roundup, that may be the most driven to the Roundup in over 10 years! In the Evening at 8 pm, we gathered in the Conference Room, and Ken put on a great presentation for the Roundup Itinerary, handed out the necessary handouts, and made sure everyone was ready to enjoy the Roundup! Then we all went to rest up for an early morning!

## Saturday

Saturday started off early. I mean really early! Like 5:30 AM early. The cars were lined up for a Caravan to Katie’s Cars and Coffee Show. And good thing we got there early, the lot had already started to fill up! Katie’s has received some National exposure as one of the bigger Cars and Coffee events around the country. By 7 am the place was packed, and overflowing with cars! The CVOA represented very well, with all of being able to park next to each other. I had a great time just walking around, taking some pictures of some unique cars. What was really rewarding was just eavesdropping on some car conversations across the lot, and hearing Car Culture people talking about our cars, and almost all of what was said was favorable. I even had a chat with a guy who said he knew of a collector in the area who had over 100 cars, and had a CV in the collection. (I was not able to get the name of the car collector, but the conversation sounded credible.) About 9:30 am or so, people started leaving the show. It was a great experience!

There was a Road Rally to our next Event. (JC and I did not participate on this one, but heard it was a lot of fun,

and well put together!) The next Event was watching some racing out at Summit Point Raceway in West Virginia. (about a 45 minute drive from the hotel). We got to see some cars out on the track, and had a catered lunch. We had a really nice parking spot near the race-track, which was pretty scenic for viewing our cars. After lunch the CVs were lined up for a “Parade Lap”. The one lap turned into 3 or 4 laps, and the pace car was doing over 60 mph the whole way! Some of the drivers held back a bit to really get a chance to “Stretch their legs” behind the wheel. Its always fantastic to hear a CV coming down a straight away, break, and then get on the gas for the turn. Just such a lovely sound to hear! All the drivers and passengers had an awesome time on the track! The Road Rally was a two part Rally, taking people back to the Hotel. (I went back and got a little nap)

At about 5:30 Pm, it was time to head out to the Polo Fields. Yes, you heard me correct, we went and got to see some Polo matches! I have never been to such an event, but man, it was pretty incredible. The Rocks had a nice area carved out for the Club to mingle, watch, and have another catered dinner. One of the neatest things was to get right down to the barrier. (Imagine a hockey rink walls, a dirt field. That was the area the players/ horses were on.) Getting to the barrier, and just seeing up close the players speed, control, and the power of the horses. Just fantastic. After the third match, it was time to head back to the hotel, and get some much needed sleep.

## Sunday

We had an action packed day ahead of us for Sunday as well! In the morning, we went to a local Leesburg Cars and Coffee. Not on the scale of Katie’s from the morning before, and definitely not as early! The CVOA presented very well, and definitely got a lot of attention. After the Cars and Coffee, we headed to the Stone Tower Winery. A beautiful scenic drive, and even more scenic Winery! The cover phot of the Magazine is from that place. We had lunch at the Winery, got some spectacular photos, and had the CVOA National Concours Event Judged here. After Judging was done,

## 2019 National Roundup Recap Continued

it was time to head out for the Udvar Hazy Air and space Museum at the Dulles Airport. (This part of the Smithsonian Museum Collection.) There are some really historic Planes and Aircraft there, and it was a sight to behold. The Enola Gay, The Space Shuttle Discovery, and a SR-71 Blackbird! We had a guided tour of the Museum with some great insight into plenty of the aircraft. After this we headed back to the Hotel for the Awards Banquet.

The Official Wrap up of the 2019 CVOA National Roundup was held in one of the Banquet Facilities at the Hotel. We had a really nice buffet dinner, and the Awards were given out for the Heritage Award, Concours Event, Rally Event and the Door Prizes were given out. We had a few special door prizes, a set of EFI rebuilt injectors from Fuel Injection Corp in California, two Dash Bezels donated from Hutton Motor Engineering, and a Reproduction Front Chin Spoiler donated by Chris Wheaton and his online company, Vegamods (see his Facebook page for what he offers). These were done by raffle as well. A special Thank you to these three companies for their Generosity and continued support for the CVOA!

We did have two very Special Awards handed out. Both Inductees to the CVOA Hall of Fame were in Attendance. Brian Pecenco and myself were very honored to give Bob Chin his Award. John F. Cowall was extremely honored to give Mark Rock his Hall Of Fame Award. Both men are very respected in the CVOA, and have meant a lot to this Organization. Congratulations to both Mark and Bob for being entered into the CVOA Hall Of Fame!

This year marked the 40<sup>th</sup> Annual CVOA Roundup. Ken Rock had a banner made up that listed the previous 39 Roundups. He had everyone stand up, and as it got to your first attendance of a Roundup, Members were asked to sit down. It was very interesting to see how many Members were still standing from the first CVOA Roundup, including myself! This Organization has had many Members over its 40 years, and it is so overwhelming to see so many people that have stuck around these cars and these people. We have seen friends come and go. We have seen family members

grow up. We have seen Members pass away. And yet, there are still many of us from the Early days of the CVOA. We have seen this Club grow, evolve, change, and in some ways stay the same. I look forward to many more years in this Organization, and will do what I can to promote this Club, this car and the people in it.

### Monday

Leaving a National Roundup can be a mixed bag of emotions. Your anxious to get your car home in one piece and see your family again, but you really don't want to leave your friends. Some of these friends you won't physically see for a few years because of distance. You say your good byes, exchange updated contact info, and hopefully we see each other again soon!

Thank You,

John J. Cowall



**View From the Driver's seat of  
CV #1000**

# 2019 National Roundup Awards and Participants

## Roundup Awards

### CVOA Heritage Gold Award

(Score Changed after Roundup, Judges' Decision)

Tom Yanecek, CV #0219 – Score 95.22-%

### CVOA Concours Results (100 Points Max)

#### Unrestored Stock

CV #2064- 98 Points (Robert Marks)

CV #3042- 89 Points (Dan Rock)

CV #2909- 73 Points (John Bradley)

CV #3387- 66 Points (Mark Rock)

#### Restored Stock

CV #2808- 94 Points (Frederick Seoane)

CV #3273- 71 Points (Richard Long)

#### Modified (Unrestored and Restored Classes Combined)

CV #2995- 100 Points (David Dempsey)

CV #3434- 76 Points (Ron Orbin)

CV #0334- 75 Points (Bob Black)

CV #0046- 71 Points (Shawn Parsons)

#### Custom and Unlimited Classes Combined

CV #0755- 98 Points (Tim Seman)

Monza Spyder- 83 Points (Bill Lynch)

71' Red Vega Wagon- 83 Points Dick Bradach)

CV #0259- 70 Points (Ken Rock)

CV #1000- 69 Points (John J. Cowall)

CV #0803- 68 Points (John F. Cowall)

## Roundup Rallye Results

1st Place, The Morgans

2nd Place, The Orbins

3rd Place, , The Parsons

## CVOA 2019 National Roundup Attendees

Ken and Kristin Rock, with A.J. and Lauren Rock

Mark and Bark Rock

Dan Rock and Josie Stevens

Alec Chrystal

Dick Baumhauer

Paul Wicker

John F. and John J. Cowall

Shawn Parsons and Susan Hawe

Steve Michelsen

Robert Marks with Isaac Marks

Tim and Karol Seman

Mike Rupert

Ron Bensink

John Bradley, Pat and Kim Bradley

Dan McNally with Donna McNally

Bob Chin

Brian Pecenco

Bob Black and April Lassard

Ashley Morgan-Olvera

Tim and Sue Morgan

Tom Yanacek with Emma Yanacek

Tom and Jake Lippert

Tom and Charmaine Sullivan

Ron and Jan Orbin

Tim and Lynn Foy

Dave Dempsey

Craig and Chad Fetter

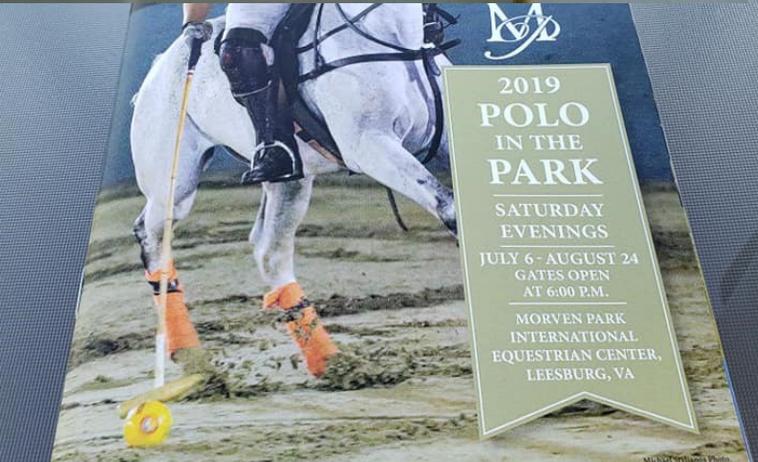
Richard and Donna Long

Dick and Marilyn Bradach

Bill Lynch

# 2019 National Roundup In Picutres





# Robert Felker's History of CV #0259 (Part 4)

Last episode—the red mistress.

In the early 90's my brother-in-law bought one of his bucket list cars—a Triumph TR 6. He drove it on the street a couple of years, then converted it to E production SCCA specs for road racing. We both lived halfway between St. Louis and Memphis, plus the track at Tulsa was only 8 hrs. away--lots of racing within a day's drive. I went to a race in St. Louis to watch him, and was impressed by the amount of track time club racers got compared to auto-cross. They had at least two sprint races lasting 15-30 minutes, plus an occasional enduro. I was smitten, and decided to get a showroom stock car. There were several Mustangs present. I'd had a brief fling with a '68 model, and knew parts were plentiful—the search (and money saving) began.

In Nov. of '94 there was an orange-red colored Mustang at the local Ford dealership. It was a '93 Cobra—the last of the front-heavy, ass-light Fox chassis cars. The dealer made me a good deal on my full size van, and I went home the proud owner of what my wife would later nickname 'the red mistress'. What a car! It weighed 300 lbs more than a cosworth vega, and had twice the horsepower. Plus it had power steering, ac, and a killer stereo. My kids were big enough to ride in the back seat without booster seats. It became our family car and my commute-to-work car. Needless to say, #259 sat for long periods of time. We didn't have a garage, and I discovered that car covers trap dust and soak up rainwater, so #259 sat out in the elements 24-7. It sat so long at one point that moss began to grow on the cam cover. I knew it was time to let it go.

Detroit '95, the 20<sup>th</sup> anniversary roundup, was the next one I was able to attend.

I cleaned #259 up, strapped it to the trailer, borrowed my Dad's pickup, and headed north. My son was 10 by then, and becoming a car kid. We agreed to swing by the Corvette plant in Bowling Green on the way. They weren't giving assembly plant tours the day we stopped by, but I remember seeing several Corvettes at the museum. The one that stuck in my mind had been stretched so they could put a V12 in it (the Conan Vette maybe)? That night we camped in the back of the pickup in a Kentucky state park.

The next morning I woke up at daybreak in a cold sweat—

I had the flu! I managed to get my son up, break camp, and drive us to a fast-food joint for grub. We ate and drove—with me slumped over the steering wheel. As I ate and drank, I began to feel a little bit better. We were about 1/3 of the way on our journey to Detroit, and I'd advertised in the CV magazine that #259 would be for sale at the round-up, so I persevered. We swung by Indianapolis about lunch time. I wanted to show my son the superspeedway, and tell him about hitting 90 mph in turn three with #259. I didn't know until we got to the track that the Brickyard 400 was the following Sunday, and that the Nascar folks were there for qualifying. The local Lions club was in charge of parking, and I was a member of the Charleston club. I showed them my Lions club pen, and they let us park for free. The heat of the day set in as we walked the 3 or 4 blocks to the track. Cars were everywhere, and I could hear the big Nascar machines ripping around the track one at a time—time trials. By the time we paid our \$10 each to get in, I was beginning to feel rough again. We bypassed the crowds, and headed straight for the museum. At least it was air-conditioned. My son and I milled around inside the museum, getting a bite to eat. Although I wasn't really hungry the fluids I drank helped me feel better, and I told my son, "We'd better head out early to beat traffic. It was probably 2:00 p.m. or so. As soon as we hit the door, the heat zapped me. I wasn't sure I was going to make it to the truck, much less to Detroit. We were at the southeast corner of the track, and the truck was beyond the northwest corner—I made a bee-line straight across the infield. As we neared the track surface, I was exhausted. We stopped in the winner's circle—one of the few places not jammed with people—and sat down for a rest. The crowd was erupting in a giant roar, and I peeked up to see Jeff Gordon's car come out of turn 4 laying down black marks with the rear tires. I later learned he's just set a new lap record. We stayed there in the winner's circle for a few minutes while things settled down. We were about five feet from the wall, and after making his cool down lap Jeff stopped his race car right in front of us! He climbed out and waived to the crowd. He was a handsome man in 1995, and the women in the crowd shouted out all sorts of offers that had nothing to do with driving a car. Since my son was only 10, I gathered him up and headed for the truck—Detroit or bust!

My wife's sister and her family lived in Fort Wayne, normally only two hours north of Indy (at 55 mph). By the

## Robert Felker's History of CV #0259 (Part 4) Cont.

time my son and I trudged back to the truck and navigated traffic out of town, an hour had already passed and I was feeling really rough. I didn't care much for my wife's sister (rest in peace, Barb) but she was a nurse, and might talk me to death but would most likely keep me alive to do so. I set my sights on Fort Wayne, and decided to arrive unannounced. Luckily Barb and most of her family were out of town but had left her middle daughter at home to house-set. Rachel was always my favorite, and had inherited her mother's nursing skills—in fact she is a nurse today. Anyway, she brought me back to health, and fixed us a bed for the night.

The next morning, feeling refreshed, my son and I thanked Rachel, packed up, and headed north. The trek through the remainder of Indiana was uneventful, and I felt pretty healthy. The roads in Michigan though! My Dad's truck was a ¾ ton Dodge diesel 4x4. It had all of 2 inches of front axle travel before hitting the bump stops. I remember hitting one expansion joint that had buckled from the heat. It stuck up so high that I swear all 4 tires on the truck and all 4 tires on the trailer were in the air at the same time. (Don't read this part, ladies) If there'd been a large breast-fed woman with us, she'd have suffered two black eyes! None-the-less, we made it to Detroit intact, and I felt reasonably healthy. I unloaded #259, said hello to fellow CV owners (careful not to shake hands and spread germs), and put my "For Sale—best offer" sign on the car.

I remember five things about the Detroit roundup:

- 1: CV owners are some of the nicest people in the world.
- 2: I began to feel pretty rough again about supper time. We caravanned to a restaurant. I had directions and a map, but my son had never acted as navigator (he was more interested in the Cosworths in our caravan than reading a map anyway). So I just followed the car in front of us. We came to a yellow light—I punched #259 through. We came to another—punched it again. Red light—punched it, another—Yep, I must have run 10 red lights that night!
- 3: The next day I chose not to run in the autocross—no sense blowing an engine on a car I'd advertised as sale for best offer. I believe we went to Waterford Hills that evening for a car show, which was in fact a display for the autos that had registered to participate in a vintage track event the next day.
- 4: Even after 13 years of less than perfect care, #259 was still good enough to place in the modified class of the con-

course.

5: Mark Rock was interested in #259. I let him drive it on the Waterford Hills track during our track event, with my son as his co-pilot. I was riding shotgun with someone in the car behind them. #259 still had the skinny Michelins on the back, and the slightly stickier low profile Good-years on the front. Mark, of course wanted to see how well #259 performed, and quickly looped it on the first fast corner (my son thought that was a blast).

5a: Mark bought #259. I don't remember how much he paid me, but it was fair, I knew the car would be in good hands, and I was satisfied with the price.

5b: I delivered #259 to his home, and persuaded him to buy my trailer also.

So there you have it—my life with Cosworth Vega #0259, or simply 259 as it will always be known to me. Did I miss it? Yep, before I even got back home. (Don't read this part, ladies) A former owner of a CV once told me, "Selling a Cosworth is like being married to a whore—you miss her when she is gone." He was right. So why am I writing this tale? I'm back in the saddle again as owner of #2575 courtesy of the Danek boys from Ypsilanti Michigan. I'm 61 as I write this piece, and have had issues with modern cars and their computer problems and no dealer support. I bought another CV and joined the owners association because in my opinion they offer the best support for keeping a classic on the road. I'll let the Rock boys take over the story of #259 from here. See you soon at a roundup with lots of questions, and looking for parts!

Thanks for reading,

Robert Felker.

P.S. Interesting history on #2575. There was a kid from Naperville Illinois . . .

## 2019 CVOA HERITAGE AWARD REVIEW

2019 Heritage Award Review – CV #0219 Tom Yanacek, PA

Tom Yanacek is from Bethlehem, PA. He contacted me a few months before the CVOA National Round-up and expressed interest in submitting his car for the Heritage Award Judging. I asked him to submit the application and also to send a few pics of his car. Luckily, Tom had been to a few meets locally to him, that had a few people I had been in contact with, and they all confirmed the car was really nice. After getting the pics and application, I let Tom know he was in.

I got a little research background on the car from Tom and some of his friends. I was informed the car was all original with the 34,000 miles on it. The car had been massaged over by Mike Price in the late 90s, early 2000s. Mike Price wowed the CVOA at the Pittsburgh, Roundup in 1995 with CV #2551. He did a complete restoration. About the only thing not correct on #2551 was the Power Brake Boost he had installed. But, the paint was beautiful, the interior was gorgeous, the undercarriage was so clean you could eat off it! Needless to say, Mike Price's work has my respect. So, I knew #0219 was cleaned up correct. From Tom's friends, they reassured me the car has held up very well, and that Tom was very meticulous in keeping the car right. One of the greatest idea's Tom had was to go over the car with Gerry Cross and John Williams a couple weeks before the Roundup. I was told they would use the Heritage Award Judging Check Sheets that were available on the CVOA Website.

(I STRONGLY SUGGEST ANY MEMBER WISHING TO GET THEIR CAR JUDGED SHOULD DO THIS! THE CVOA HERITAGE AWARD IS AN OPEN BOOK TEST. THE TOOLS, VISUALS, SCORE SHEETS AND JUDGING GUIDELINES ARE ALL THERE FOR ANY MEMBER TO VIEW, USE, AND HELP GUIDE THEM TO GET THEIR CAR RIGHT!)

After the logistics of getting the Roundup set, the lo-

cation was chosen by Ken Rock to have the car judged at his home Friday morning. Tom was set to be there, and to show off his prize. We got to Ken's house, and I was pleasantly surprised to see Tom's car. After not having actually seen the car in person, it was nice to finally lay eyes on it and it definitely lives up to the expectation. After briefly talking with Tom and the other judges, Tim Seman, John F. Cowall, and Shawn Parsons, we got down to business.

The initial judging started by doing the Operations Check. We not only judge the car on how it looks, but by how it functions. The car passed all but one test. The radio did not turn on. Each operations check is worth 25 points. We found a loose grey wire under the dash that was the power feed to the radio. Initially, we deducted the points. We went on to judge the exterior, the interior, the engine bay, and the undercarriage. I could tell as we progressed, the car was going to be close to whether it was a Gold Award or a Silver Award. Since the car was an original survivor, there were some normal wear and tear that we had to deduct points.

(The Heritage Award is based on two principle, Originality and Condition. Condition is exactly as it sounds. Is there some wear and tear? Then you have to deduct points. Is the part in question in impeccable shape? Then you do not take away points. Originality is a bit more subjective, but we try to Quantify it. Is the piece or part Original to the car, or an exact replacement to the car? Example, steering wheel horn button. We have no way to tell if the horn button is the exact horn button to the car. But, is it a Cosworth Vega horn button. If yes, then it gets the originality points.)

We continued on with #0219. The scoring took about 3 hours to go over the car. Yes, we do also go extensively over the underdside of the car as well. Checking suspension components, rubber components, exhaust, brake lines, fuel lines, gas tank, etc. (Thankfully, having the 4 judges comes in handy

## 2019 CVOA HERITAGE AWARD REVIEW

here. I cannot thank John F. Cowall and Shawn Parsons enough on this. Those two dove under the car and got to work analyzing the car. Same goes for Tim Seman on the engine bay and in the interior. At times, they were jumping ahead to judge as I got a story or two from Tom Y! These three, JC, Tim S, and Shawn were awesome, and fair.) One of the interesting points awarded to Tom Y. had to do with his wheel and tires. Tom had an original rims in extremely nice shape, and the tires were BR70 R13 tires, most with the nubs still on them! Obviously, he got full points for his rims and tires. But I have never seen a set this nice. There are few Members who over the years have brought their original BR70s to Roundups. But this is the nicest set I have ever seen. As we were getting closer to the final score, I asked Tom if he wanted me to tell him his official score before the Banquet, or at the Banquet. He optioned to have me tell him at the Banquet. So, we finished up, and had some lunch!

Back at the Hotel, I started to tally up the score on the car. I could tell it was going to be pretty close to the 95% mark needed for gold. The car could earn up to 5106 points. Based on some options in cars, the overall score for some cars will be a little higher, and some lower. (example, a car with a sunroof will have the opportunity to get more points. A radio delete car will be based on fewer points ) On the initial score review, the car received 4837 points. This was good for a 94.73%! The car had scored a Heritage Silver Award! Or did it... I did the math, if the car had earned the 25 points for its working radio, the car would have scored a 95.22%, earning it a Gold Award.

During the Banquet, we awarded Tom Yanacek with a Silver Award for his car. After the Roundup, Tom assured me the radio would be fixed, he knew he just had to connect that loose grey wire. I was then approached to reconsider the scoring. I had something to think about. So, I called up the previous Heritage Gold Award Winner, Robert Marks. We discussed a few things. One concept was, would I be undermining

the integrity of the Award if I awarded the points after the fact. In the end, Bob did not think it would be huge issue if we ended up awarded the points. I also discussed this with a couple of the other Heritage Award Judges. They were in agreement that if we awarded the points, it would be fine. I informed Tom he had 2 weeks after the Roundup to fix the loose wire and we would give him the points. Within a few days, I received a video text of Tom turning his radio on and off with ease

So, we awarded the extra 25 points, netting him a 95.22%. Tom Yanacek's CV #0219 rightfully deserves the Heritage Gold Award. He has put great pride and care in owning and keeping CV #0219 in an impeccable standard. That car is very pretty, and definitely was a feature point of this year's CVOA National Roundup.

This was the second year for the CVOA Heritage Award Judging. We have awarded 2 Golds and 1 Silver. All three cars are terrific examples of the Cosworth Vega and showcase the nameplate proudly. We already have 1 person locked in to one of the 2 judging spots for 2020 in Kansas City. Will your car be the 2<sup>nd</sup> entry in Kansas City?

Thank You,

John J. Cowall

CVOA President, Chief Heritage Award Judge

# 2019 CVOA HERITAGE GOLD AWARD WINNER

## TOM YANECEK AND CV #0219



# CVOA HERITAGE AWARD

**The Award that rewards hard work and dedication to the Preservation and/ or Restoration of the Cosworth Vega to "As Assembled" GM Standards. Judged by a panel of experts of the CVOA Community. This identifies the Best of the Best Cosworth Vegas. Only 2 cars awarded yearly. Slots are filling up quickly. Get your paperwork in to be screened. Any questions? Ask John J. Cowall.**

Performance  
Guide

**The Judging process takes about 4-6 hours. This Award is not a Concours Award. This is a Pinnacle Achievement Award. It is designed to identify those cars that have stayed true to the Cosworth Vega as produced by GM.**

**Scoresheets and Reference Manuals can be found on the Website. WWW.COSWORTHVEGA.COM**

**This upcoming year's 2020 National Roundup will be in Kansas City, MO. If you would like your car to be entered for the CVOA Heritage Award, Please submit your car info and the Application to [buddyleejc2@hotmail.com](mailto:buddyleejc2@hotmail.com). We will only have 2 slots available for judging, so first come, first serve. So please let me know!**

**Thank You,**

**John J. Cowall, Chief Judge**

- GOLD AWARD—Achieve 95% or higher of points awarded.**
- SILVER AWARD—Achieve 90% or higher of points awarded.**

**CHIEF JUDGE**

**John J. Cowall—[buddyleejc2@hotmail.com](mailto:buddyleejc2@hotmail.com)**

# CV #0060 10,000 Lakes Concours D' Elegance

## Jim and Mary Pittelko

1030

Jim & Mary Pittelko  
Vadnais Heights, MN



### 1975 Chevrolet Cosworth Vega

Purchased at Midway Chevrolet, St Paul, MN on June 26, 1975. It is # 0060 of 3508 Cosworth Vegas built over a two-year span of '75 & '76. It was used as a training vehicle on the Cosworth engine, at the GM Training Center in St Louis Park. 20,000 original documented miles. The car features an all-aluminum, dual overhead twin-cam, sixteen valve engine, electronic ignition, multi-port electronic fuel injection, 122 cid, 110 hp engine. As the Vega was launching, Chevy's John DeLorean and Ed Cole's vision was to feature a small sports car for the small-car General Motors market by adding some power and performance-aided sparkle with the addition of this engine. General Motors collaborated with the renowned Cosworth Engineering of England for its creation. The hand-built nature of the Cosworth Vega demanded a higher price tag, and its sticker price was within \$1000 of a new Corvette. Original and continuous proud single owners Jim and Mary Pittelko.

1060

Alan & Joy Oldfield  
Center Point, IA

### 1976 Buick Century Indianapolis 500 Pace Car Edition

In 1976 Buick paced the Indianapolis 500 race for...



Sunday, July 28, 2019 · Excelsior Commons

## Legacy of CV #3144



Recently I sold CV 3144 to Robert Felker of Sikeston, MO after owning the car for 40 years. Robert asked me to write something about the car to submit to the CVOA magazine, so here it is, a personal story of a long relationship with a car.

### MY STORY RE CV 3144

In 1979 my wife who I married after being my longtime high school sweetheart died in an accidental fall from the roof of the house we were restoring. Needless to say it was a substantial blow to me, including leaving me with two very young boys to raise on my own. It was shortly after this time in my life that the Angels, or the devil, brought me CV 3144 with which I would develop a 40 year relationship. I first saw her in gleaming red and gold at a Chevy dealership. But it was not her beauty that captured me. It was the sound of that OHC engine which would rev effortlessly to near 8,000 RPM. She sang to me so beautifully, I was captured.

She would be my mistress whom I would bring with me as my employment took me from one side of the country to the other and back. In the early years of our relationship I drove her every day, just to hear her song. Later, when I remarried and needed a "family" car CV 3144 silently spent her days and nights in the garage. As often happens with second wives my new wife hated her and refused to drive her.

Anything mechanical that sits unused will begin to develop problems and CV 3144 followed the norm. The fuel pump which is located inside the tank went out and so I replaced it with an external pump. The exhaust system rotted away so I had a replacement fabricated. When the car passed the 25-year-old mark the elaborate, but then no longer required air injection system, was removed. Otherwise about once a month I went out to the garage, started the car, revving it to near redline after warmup. Sometimes I drove it around the block, being careful not to draw attention because the car was unregistered and then I would put her back in the garage. New vintage design tires were installed as were modern brake pads. 3144 came with me to NH, NY, OH and UT. The last move we made was to Eastern North Carolina where CV 3144 took up residence in the garage as usual. This time it was her last move. My wife and I decided to move to a retirement community where we would have no garage for CV 3144 to reside in. It was time to part company with her and pass her on to a new lover which I finally did.

By; James Smith, New Hampshire

# Midwest Regional Roundup 2019

## Woodward Dream Cruise, MI



# Midwest Regional Roundup 2019 Pictures

## Woodward Dream Cruise, MI



# CVOA Throwback Corner

## Dixon, IL Roundup 1998



# CVOA Throwback Corner

For the past few CVOA Magazine Issues, I have been asking any Members who have old photographs to please send them to me so I can scan them in and we can save them to the CVOA Website. A way to really Memorailize the past. Where we have been. And WOW! Brian Pecenco really came through! At this year's Roundup, he gave me a box with HUNDREDS of old photos from previous National Roundups and Regional Northeast Roundups! These will keep me busy this winter scanning these gems to a digital format. For now, here are a few from the 1984 San Diego, CA CVOA National Roundup! The photo of the 5 Members really hit home. Unfortunately, Brian, on the far Right, is the only CVOA Member alive from that picture. Pictured, from left to right: Dan Chieppa, Harriet Marr, June Eroskey, Cliff Eroskey, and Brian Pecenco. We miss all of our CVOA Members/ Family that have past on. Say a prayer for them and their families.



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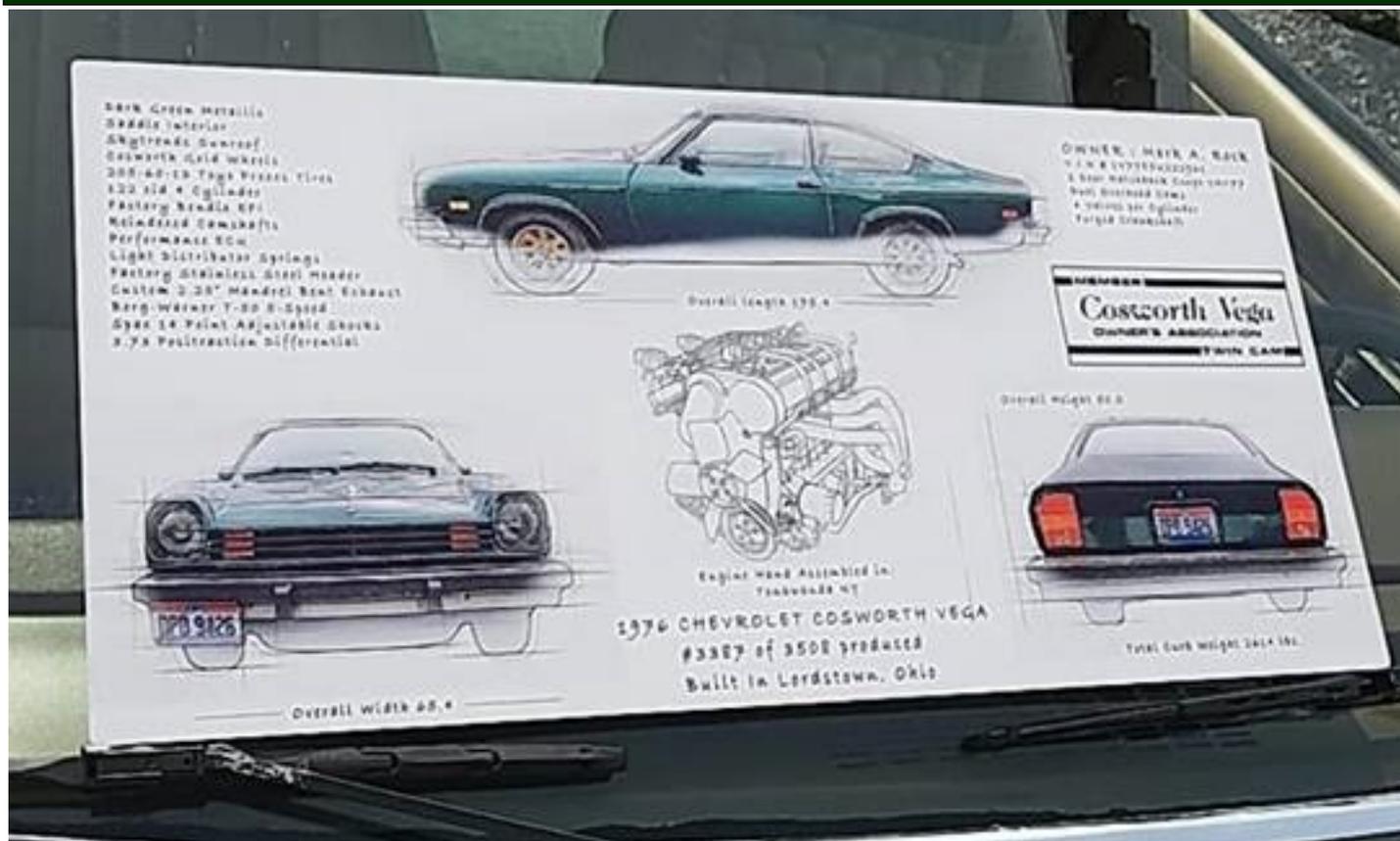
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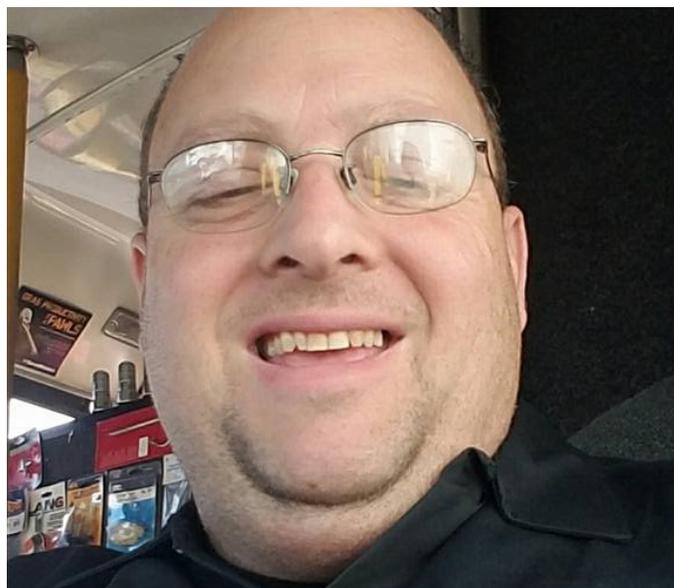
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## CVOA H-BODY REGION

### DIRECTOR: Bill Lynch

570-972-3410

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



# CVOA REGIONAL DIRECTORS

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## SOUTHERN REGION

**Tim Coughlin– Southern Region Director**  
225-278-7128

[Coughlin94@gmail.com](mailto:Coughlin94@gmail.com)



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

CVOA-PT-19		CVOA-PUB-1	\$150.00
Neoprene Rear Main Seal	\$17.00	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-20	\$45.00	CVOA-PUB-4 (Free to current members)	
Gates reproduction lower radiator hose		Cosworth Vega Owners Association Concours & Autocross Rules	
CVOA-PT-21	\$8.00	CVOA-ACC-2	\$ 4.00
Front brake hardware set. One set required per front caliper.		Kan Coolers - Foam sleeve to keep a can cool. Yellow with 20th anniversary logo.	
CVOA-MAN-1	\$ 17.00	CVOA-ACC-3	\$ 3.00
Fuel Injection Diagnostic Manual - Comb bound photocopy of manual written by Phil Good, one of the Bendix engineers who developed the Cosworth Vega EFI.		Window decal - New design, static cling type. Affixes to inside of window. White background.	
CVOA-MAN-2	\$ 8.00	CVOA-ACC-4	\$ 4.00
Five Speed Service Manual - From Borg Warner, 12 pages, spiral bound.		CVOA Jacket Patch . Older design 3" round, 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-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.			

**\*All items sold to current CVOA Members only\***

**Order online at [www.cosworthvega.com](http://www.cosworthvega.com)**

**Click on "The On-Line Store" link along the header bar towards the right of the home page and use PayPal**

**OR:**

**Contact : Shawn Parsons**

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

**706-726-3709**

**Lower 48 states only (no PO Boxes)**

**Contact Merch VP for shipping to AK, HI, or other countries**

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

CVOA-PT-01	\$50.00	CVOA-PT-11	\$ 11.00
Upper End gasket set. Includes cam cover, cam carrier, intake and exhaust.		GM-RC-36 Radiator Cap - Genuine replacement.	
CVOA-PT-02M		CVOA-PT-12	\$ 11.00
Molina Cosworth Vega Head Gasket	\$235.00	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-02C	\$26.00	CVOA-PT-13	\$ 11.00
Head Gasket Core-Tec with instructions for making the oil restrictor.		Fuel Injector "O" Ring Kit - Includes (4) fuel rail grommets, (4) injector manifold seals, (8) injector to rail seals, and instructions.	
CVOA-PT-03	\$65.00	New Valve Shims - <b>Limited Supply</b>	\$10.00
Lower end gasket set. Includes oil pan set, oil pump set, rear main set (rope seal), and water pump gasket.		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-05	\$28.00	CVOA-PT-04-111	.111 thick
Camshaft/Distributor drive seals. Set of three.		CVOA-PT-04-117	.117 thick
CVOA-PT-06	\$5.00	CVOA-PT-04-121	.121 thick
Distributor O-Ring Set - 3 Rings		CVOA-PT-04-123	.123 thick
CVOA-PT-07	\$25.00	CVOA-PT-04-131	.131 thick
Distributor drive belt.		CVOA-PT-04-133	.133 thick
CVOA-PT-08	\$135.00	CVOA-PT-04-135	.135 thick
Cam drive belt		CVOA-PT-04-137	.137 thick
Fel-Pro Water Pump Gasket - No Charge with Belt Set Only		CVOA-PT-04-138	.138 thick
CVOA-PT-09		CVOA-PT-04-139	.139 thick
Water Pump with updated bearing set. Water pump purchase requires core to be returned. Gasket included.		CVOA-PT-04-140	.140 thick
\$240.00		CVOA-PT-04-141	.141 thick
CORE CHARGE is \$100.00		CVOA-PT-04-142	.142 thick
*will be refunded when core is received		CVOA-PT-04-143	.143 thick
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 from your local parts store.			

## **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)

### **CV Rebuilding / Repairs**

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

### **Superior Automotive Engineering (Block Machining/ Sleeving, and more)**

761 Monroe Way  
Placentia, CA 92870  
Phone #714-503-1880

### **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

### **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

### **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  
(614) 299-9866

## **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)

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### **\*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

## COSWORTHS FOR SALE!

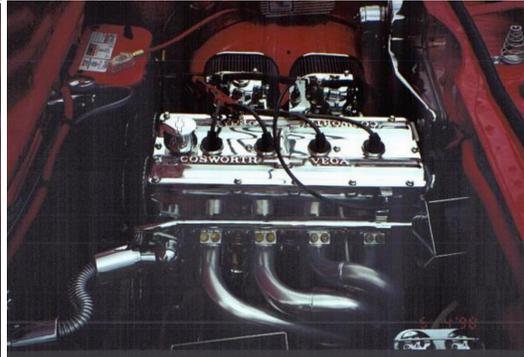
CV #2900 –1976 Chevrolet Cosworth Vega with an Orange exterior and Black interior. It has a 5-speed manual transmission & 4.10:1 rear axle, an added center console in the interior and Air Conditioning that was installed before the first owner would take delivery of the vehicle. This is an extremely solid original Texas car with approximately 38,000 miles on the odometer that runs and handles very well. It still retains the original factory installed twin cam engine with original block, head and cam carrier as evidenced by the factory stamped Tonawanda number on the 3 main components of the engine and the partial VIN number stamped on the block. Located in Canton, MI

John Dubovsky– [tsimrg@sbcglobal.net](mailto:tsimrg@sbcglobal.net)  
**ASKING—\$11,900.00**



CV #1977—FOR SALE, One of the most unique, custom, Cosworth Vegas ever created. This is the ultimate Show Stopper CV Hot Rod. Red Paint, Silver Decals, Polished Aluminum everywhere, unique custom sound system, full custom interior. See pics for details, e-mail Chris Wheaton for more pics. Asking \$20,000 OBO. As seen at the 2004 Roundup and the Las Vegas Roundup. Won Best Engine Bay at Super Chevy in California.

Chris Wheaton– [cswrth1@aol.com](mailto:cswrth1@aol.com)





Mark Rock's CV #3042. Firethorn Exterior, with Firethorn vinyl interior. This car has 800 original miles on it! It was on display at this year's CVOA National Roundup.