

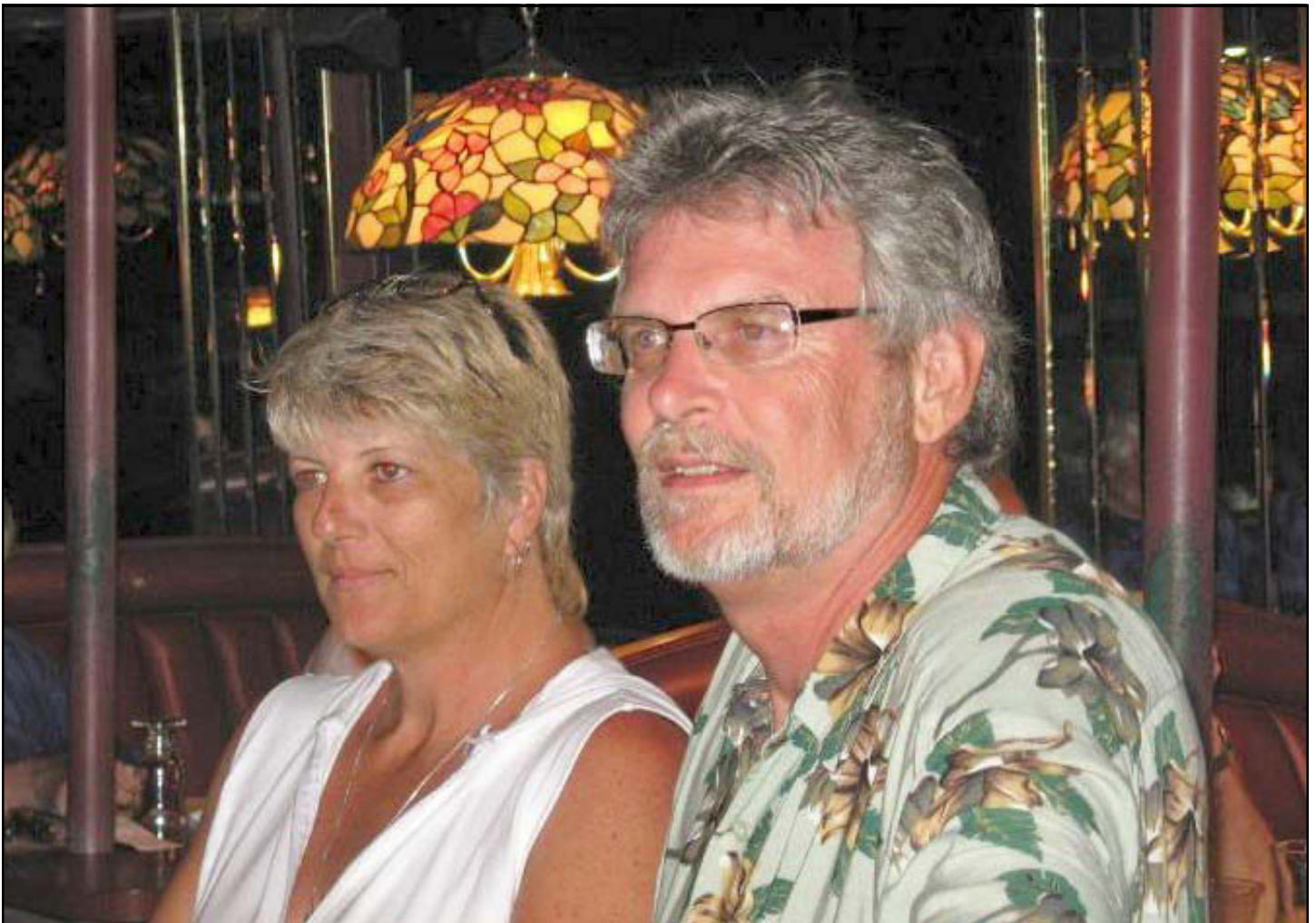
# COSWORTH VEGA MAGAZINE

*The Official Publication of the Cosworth Vega Owners Association*

Issue #93

2nd & 3rd Quarter 2007

## ***Round Up 28 Was A Florida Labor of Love!***



**Round Up 28 hosts Barbara and Jerry Smith take a well deserved break at the awards banquet after putting together what, by all accounts, was simply one of the best Round Ups ever. Join them inside this issue as they relive their magical weekend. There is also much more Cosworth news and entertainment for your enjoyment (photo courtesy of Mark Rock).**

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Owner's Association  
Quarterly Magazine**

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**Twin Cam Talk  
By Tim Morgan**

Hey Y'all



Sorry for the delay in the National Newsletter, I have been extremely busy this year and it has not slowed down yet.....so I have not had a chance to write up my Twin Cam Talk.

I want to thank Jerry and Barbara Smith for putting on a Great Round Up, and for those of you who were unable to attend check out the photos at "cosworthvega.com". Deltona was an excellent location, it is mid-way between Orlando (Disney World), Daytona (Speedway), and the Kennedy Space Center and I hope Jerry might think about hosting another Round Up down the line.

Next year we will be heading back to Detroit for the Round Up on June 27<sup>th</sup> to 29<sup>th</sup>, so look for more information regarding events and hotel in future Magazines. Since it is GM's 100<sup>th</sup> anniversary, there may be a few special events around our Round Up dates.

Since I have been so busy, I have not had time to do the final edit on the Minutes of the Directors Meeting, which I hope to have ready for the next Magazine.

As many of you know, I bought into a CPA Practice in Conroe Texas and

*(Continued on back cover)*

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# Christmas in July, and August, and September! *By Gary E. Cooper*

In case you missed the recent flurry of activity on Ebay, an amazing assortment of rare Cosworth Vega parts went up for auction the past several months. Some changed hands, others weren't bid up to their reserve. I wonder if we will see some of these rare NOS parts for sale ever again! For example:

How about an item listed as an "NOS 1975 Cosworth Vega Throttle Body Intake Computer". Labeled as a 1975

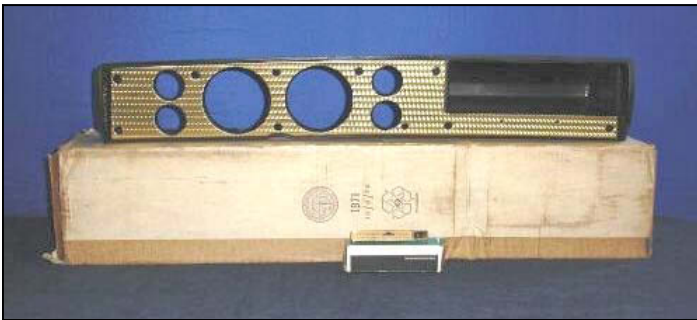


Cosworth Vega "Master", this is a rare example of some early pre-production CV components. The eBay community determined that these pieces are worth \$2175.00.

Next up we have a Cosworth Vega NOS hood pad in the original box, complete with 25 NOS hood pad retainer clips. Our club sells the reproduction hood pads, but when was the last time you saw an NOS one? This item was a no sale at \$203.50.



Bid up to \$490.00 and not meeting the reserve was an NOS Cosworth Vega dash bezel in the original box along with a blank dash plaque.



Surprising (at least to me) was this Cosworth Vega NOS head assembly that was only bid up to \$355.00 (no sale). It included a thermostat housing, speed sensor, and distributor drive.



choice of jet coated factory exhaust header or Hutton polished header assembly, repro catalytic converter or stock converter with new beads and plug, and appropriate pipes and muffler (NOS, of course). Amazingly, also included was every NOS hanger and clamp. The winning bid was \$1625.00

Also on the auction block was a complete NOS Cosworth Vega exhaust system. The winning bidder had his choice of a complete system for either year,



Here we have an NOS, in the original box, Cosworth Vega gas tank float sending unit, complete with factory instructions and a new rubber seal. The bidding was fierce and went up to \$450.55, but the seller's reserve wasn't met.



Did you have a use for a Cosworth Vega fan shroud (upper and lower)? Hope you were the lucky winning bidder who won these rare NOS parts for \$137.50.



Finally, for those of you who think some Cosworth Vega parts are getting a bit pricey, check out this 1969 Pontiac Trans Am hood that was a no sale at \$6000!



# The Little (122 cid) Engine That Could *by Mark A. Rock*

## Oh Ye of Little Faith

“You’re going to do what?” she asked incredulously.

“I’m going to tow a U-Haul trailer with my Cosworth to Florida and back, so I can deliver a differential to Marietta, Georgia, a Cosworth engine to Sanford, Florida, and a dash pad and a set of Tips and Tricks and a half dozen



other parts to a fellow who will meet me in Parkersburg, West Virginia”, I said, thinking all the while, “I think I can, I think I can.” I later added hauling Jake Lippert’s

race tires to the list, and even later, after he and his dad had a blowout just south of Columbus on their way to Florida, two additional spares for their trip home. Jake made a point of mentioning that his dad was driving when the blowout occurred.

Well, I thought I could, and I did.

I put more than a few miles on my trusty Cosworth this trip—2660 to be exact. I used 141.4 gallons of gasoline at a cost of \$428.91. I averaged 18.81 mpg for the entire trip, including three autocross runs at New Smyrna Raceway. And I delivered all of my parts on budget and on time.

## U-Haul Trailers Tow!

Tom Lippert had a Class I hitch to fit a Vega bumper. He no longer had the bumper he had drilled to accept it. Fortunately I had a spare in good condition, so I drilled it and mounted the hitch. Then I removed my bumper and installed this one. A wiring kit from U-Haul and I was set to go, or so I thought. I should have gotten a new flasher to handle the extra load—next time.

I started out on Thursday morning gingerly. When I hit the Interstate I had a death grip on the steering wheel at 10 and 2, I dared not go faster than 62, and my senses were on full alert. By about 3:00 the next afternoon as I toiled down I-95 in Florida, I kept up with traffic at a touch over 80 with one hand on the wheel at 6 and my right hand draped over the back of the passenger seat.

Towing the trailer with my Cosworth was easy!



## Into Each Life a Little Rain Must Fall

When I left Florida the temperature was in the 90’s. It was projected to hit 94 in Cleveland that day and the next. On the trip down I perspired so much that the rolled-up towel I use for a lumbar support was soaked at the end of each day. It sure looked like I’d have to wring it out repeatedly on the way home.

I encountered a couple of T-storms in and north of Charlotte, a welcome respite from the sun and heat. But they brought traffic to a crawl—and I was anxious to get home. Then as the sky darkened again crossing into Virginia on I-77, I noticed that my alternator had begun to charge at 18v. Uh-oh! This isn’t good. Putting the lights and blower on didn’t drop it. A phone call to Tom and Jake, about an hour ahead of me, confirmed my fears. It would soon stop charging. It had to be replaced.

Well, I was in the middle of nowhere. It was dark from the rain clouds and because the sun had gone down. Soon it would be black. Then it started to rain. Then the alternator quit charging altogether. I



I was running on the battery, and I had no idea how long it would last. I kept the lights off and made it to the next exit, Hillsville, and stopped at a motel. Yes, they had a room for the night. No, there were no parts stores close by. The nearest big box store was 10 miles to the west. I stayed the night, and located an Advance Auto Parts store 5 miles in the other direction the next morning. They had an alternator, and allowed me to do the work in their parking lot.

By about 1:00 I was back “on the road again”, heading north.

## Shameless Plug

The guy at the U-Haul store was amazed when I told him where I had gone, what I had hauled, and how easy it had been. He just couldn’t believe that my “little” car could pull that trailer so easily. Though it weighed 750 lbs., and carried at least that much in cargo, I never had to downshift more than one gear, from fifth to fourth, to ascend any hill. That little engine just pulled nicely. I attribute that performance to the reindexed camshaft

sprockets, and to the free-flowing 2.25" mandrel bent exhaust.

Pulling out, even when the trailer was fully loaded and I was on an uphill grade, was no problem. The deep first gear of the 5-speed transmission, combined with the extra torque from the reindexed sprockets, made it effortless.

### Restorationitis

Most of you know what that is (definition at <http://www.motorera.com/dictionary/RE.HTM>). Most of you know that it is incurable, that once you are infected, you have it for life. I was infected long ago, and though it has been in remission for a while now, I realize that it is still active in my bloodstream.

"How do you know?" you ask. Well, one additional "problem" that cropped up on this trip was an oil leak. When I got home I noticed that oil had been flung onto the underside of the hood—good thing I hadn't yet installed my new hood pad.

I could see that the side of the engine was damp with oil as well. I'm not sure where the leak is; up by the sprockets it appears. Anyway, I started thinking about the repair.

To show you how the restorationitis disease works, and how I know I am still sick, here was my thought process, until I brought myself to a screeching halt:

- \* I guess I'll have to pull the front cover off. It may be a cam seal.
- \* Well, if I have to do that, I might as well pull the cam carrier off, and replace the cam carrier gasket and then make sure all the valve lashes are where I want them.
- \* It would be hard on my back leaning into the engine compartment to do all of that work. Better if the engine was out of the car. Then I could clean and detail

the entire engine at the same time.

- \* Well, if I had the engine out, then I could more easily remove all the undercoating from the inner fender panels, something I have wanted to do for a long time, to let the green paint shine through. This would be a great opportunity.
- \* Also, if the engine was out, I could then do a proper repair of the inner fender panel under the battery tray. A temporary repair is only pop-riveted in now, and this would be the perfect opportunity to take care of that little item.
- \* Well, if I am going to clean off all of the undercoating and repair the fender panel under the battery tray, then I really should remove all the lines and clips and wiring and everything else inside the engine compartment and restore them "while I am at it", and do the job absolutely right.
- \* Then I thought, while I have the hood off I might as well paint it. I'd only have to take it off later to do so, and painting it now would save me one removal and reinstallation.



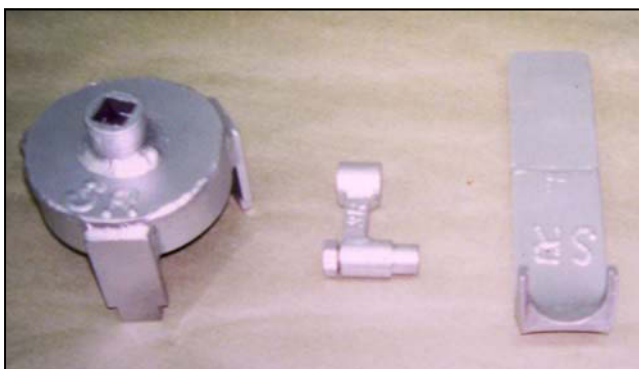
- \* Of course, if I am going to paint the hood, I should paint the rest of the front end at the same time, to make sure the color matches. To "do the job right" I will have to disassemble all of the front end sheet metal, but it would be so much more efficient to do it while the engine is out

It was at that point that I stopped my runaway thinking.

Now do you see how bad the disease is?

### What a Great Round Up!

I'd be remiss if I didn't mention how great the Round Up was. It was one of the best. Jerry and Barbara Smith are to be commended for doing such a fantastic job. Just fantastic!



Available from **Sonny Rossi's Back Yard Shop!**

#### *Cosworth Vega Engine Tools:*

Cam Holder/Turner, Belt Tension Tool and  
Valve Shim Adjustment Tool  
\$175 for the set plus \$10 S&H

**Contact:** Sonny Rossi, 15620 Geronimo Loop  
San Antonio, TX 78254  
(210) 688-3711

# Round Up 28 Review by Jerry and Barbara Smith

The 28<sup>th</sup> annual Cosworth Vega Owners Association Round Up was held on June 22-24<sup>th</sup> in Deltona, Florida. Hosted by Jerry and Barbara Smith, this was the first national event ever held in the state. The Round Up kickoff officially began on Friday, although some folks arrived earlier in the week to take advantage of the many central Florida attractions.

Beginning at 5:00PM, a North Carolina style "pig pickin'" barbeque and party was held at Jerry and Barbara's home in Deltona, where Jerry's brother Tony had driven down from North Carolina the day before in order to get a 125lb. pig on the barbeque at 5:00AM. There were approximately 65 people in attendance. Jerry also held an 'open house' to his new Cosworth Vega Garage. After dinner club president Tim Morgan called the Directors' Meeting to order and the business of the club was reviewed, after which a demonstration of the recently completed website Parts Cross Reference capability was shown on the big screen. At the conclusion of the Director's meeting, Jerry treated us all to Karaoke singing... a few of the young ladies and wives participated as well as Jerry's brother Tony.

On Saturday morning after breakfast, the cars were lined up to participate in a Road Rally from the hotel to Daytona USA, where the Concours event was scheduled. This year, in addition to the rally, a 50/50 poker run was added as an option. There were 20 cars in the rally and 30 poker players (combination of drivers and navigators).

By 1 pm all cars and drivers were accounted for and the cars were lined up in front of Daytona USA across from the bronze statue of Dale Earnhardt. This year's event was quite out of the ordinary...most times the majority of cars were (obviously)



*President Tim Morgan and Region 5 Director (and Round Up host) Jerry Smith conducting club business (photo courtesy of Mark Rock).*



*Standing just outside the entrance to Daytona USA, this nine foot tall bronze statue of Dale Earnhardt commemorates the man and the day he won the 1998 Daytona 500.*

black with a sprinkling of orange, white, and green. There were 14 cars lined up for the Concours as follows:

Orange - Black - Green  
- Orange - White - Black  
- Orange - Black - Blue -  
Black - Orange - Firehorn  
- Black - Pontiac Sunbird

While the judging was being conducted (thanks to Brian Wetrich - head judge), all members were provided tickets to the Daytona USA attraction including: IMAX movie, NASCAR 1/8th scale simulators

where each driver raced against the others, a Daytona Speedway tour and lunch.

At 4PM we all proceeded to the New Smyrna Speedway, where our cars were again displayed in a designated area behind the grandstand. The normal Saturday night race qualifying was soon completed, highlighted by a very fast

car coming down the front stretch on its roof! The driver was not hurt, but the pre-race ceremonies were delayed. After the cleanup and qualifying were completed, the Cosworths were lined up and taken on two 'paced' laps around the speedway while member Ron Wolff from Maitland, FL was in the skybox with the announcer telling everyone about the Cosworth Vega Owners Association and our cars. Once this was completed the racing began. It was quite a race with 38 cars in a 100 lap main event.

On Sunday morning all headed back to New Smyrna Speedway for our autocross event. John Cowall laid out a fine race course using the entire 1/2 mile newly paved racetrack. A 'hot lap' was taken followed by a 'cool down' lap to take you once again around the track and back into pit road for the next run. The best of three runs were recorded with 13 cars and 14 drivers participating.

It was very hot and most people were under the tents that had been set up. Lunch got underway as the drivers each took their turns at the road course. Unfortunately, on Jerry Smith's 2<sup>nd</sup> run, something inside the engine came loose.

It turns out the oil pressure sending unit, along with part of the engine block, was blown out. As Jerry said, "I have been coming to these Round Ups since 2000 and due to distances involved, was never able to take my car. At least I got to do an autocross event! I have the technology; I can rebuild it, and make it better than it was". Another failure was Shawn Parson's...at first thought to be vapor lock from the heat, but later determined the fuel pump had failed. The race was over for them, but the rest of the pack did their 'best of three'. At 3PM all runs were completed and during the pick up of the cones from the track, Brian Wetrich found the piece of the engine block and sending unit from Jerry's car. Racing done, we all headed back to the hotel to get ready for the riverboat cruise/awards banquet.

The weeks prior to the Round Up were filled with daily afternoon thundershowers, but Mother Nature had given the CVOA a reprieve. Once we all arrived at the boat docks to board the Rivership Romance, a thunderstorm hit from across the lake. But... as in Florida, the rain only lasted about 30 minutes. Right on time, we all boarded the boat. This was a special charter and we had the entire boat to ourselves for the evening. As we were seated we were asked to select our choice for our sit-down dinner served at our table which consisted of:

Citrus Chicken Breast

Eggplant Parmesan

Baked Tilapia

Sliced Garlic and Herb Pork with Apricot Chutney

Prime Rib

All meals accompanied by Salad, Warm Rolls, Hot Seasonal Vegetable and Potato, Followed by Dessert.

As the boat departed, the appetizers table was opened and the first round of door prizes were drawn and passed out to the ladies and the kids. By the time that was completed the dinner was served as we enjoyed the view of the Saint Johns. After dinner and desert, the awards were presented as follows:

Rally Winners – Presented by Barbara Smith

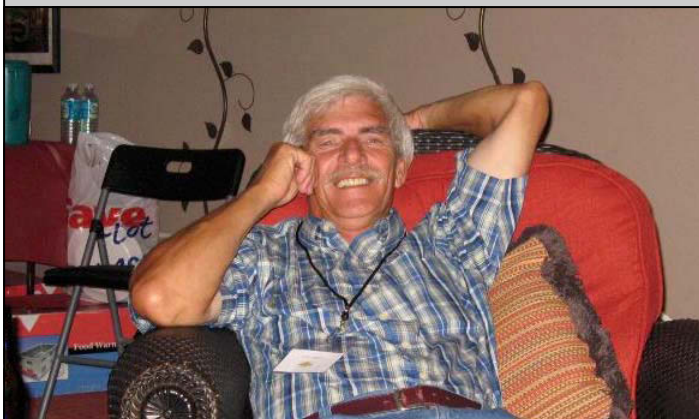
Tie for 1<sup>st</sup> Place – Dick and Judy Baumhauer and  
(Continued on page 8)

## Carolina Barbeque

The key to good barbeque is *SLOW* cooking. Tony put the 125lb pig on the grill at 5AM and cooked (unviewed until 3PM)...as he said "lookin' ain't cookin'"...every time you open the grill you loose 30 min to an hour cooking time. At that time the special Ma Ruby's Original Barbeque Sauce was poured into the hams, shoulders, and mopped on the rest of the pig. The grill was closed once again and was allowed to cook another two hours. All totaled, the pig was cooked for 12 hours. The Ma Ruby's History is as follows (as taken from the label of the gallon jug of this stuff):



"In an Eastern North Carolina country side years ago, "Ma" Ruby labored trying to satisfy family, friends, and fellow church goers; taste for a delicious pork and chicken barbecue sauce. Through years of work in her kitchen at home, she developed this sauce that they have come to enjoy on pork and chicken. It is a mild and spicy flavored sauce with "Ma" Ruby's own selected ingredients. Anyone in the family can enjoy this delicious sauce"



Seen above is our chef Tony Smith, relaxing after a job well done (photo courtesy of Mark Rock).

It is low cholesterol and fat free! Ingredients: Apple Cider Vinegar, Ketchup, Salt, Sugar, Peppers and Molasses.

The sides served were Tony Smith's special recipe of baked beans and whole potatoes cooked in "Carolina Treet" barbecue sauce (another NC favorite).

## **Recommendation that Brian Harpst receive the Robert A. Maloy Award for 2007**

*By Mark A. Rock*

The Robert A. Maloy award is bestowed upon "a member of the CVOA who has demonstrated a dedication to the continuation of both the Cosworth Vega and the Cosworth Vega Owners Association." During the Roundup-to-Roundup year 2006-2007, no member has done more to advance the interests of the Club than Brian Harpst.

But Brian is not simply a one-hit-wonder. He has in the past contributed greatly of his time and talents to help get the website contented. He is responsible for the website's Index to the CV Magazines. He carefully went through every issue of the Magazine to cull out the information needed for the index, a laborious, time consuming effort that added measurably to the value of the website. He also helped to put together the index of periodicals that featured stories about the Cosworth Vega, another large project in terms of time and effort.

Yet these two projects taken together are dwarfed by Brian's most recent contribution--the almost single handed creation of the Cosworth Vega Parts Cross-Reference Database. Drawing on his expertise in the GM parts field, and upon his personal resources, some acquired with his own funds specifically for this project, he has to date compiled a listing of nearly 1400 GM part numbers for our Cosworth Vegas; then he has added to those part numbers a description, whether or not they are still available, the other applications which use the same part, aftermarket substitutes, and an indicator of who provided the aftermarket information. He then converted his Excel spreadsheet listing into a .csv file suitable for

loading into a website database so it could be made available to the members. In all, Brian has, incredibly, spent nearly 1500 hours on this project since the Roundup in Canton.

In addition, during the last year Brian assumed the role of Contributing Editor of the Magazine, working tirelessly to assist Magazine Editor John Williams in getting the quarterly magazine not only back on track on a regular publication schedule, but also back to the level of quality that the membership has come to expect. His major content contributions include the collage on the cover of issue #90, the cover on issue #91, and the Lordstown Anniversary celebration article in Issue #90.

He has also finished and submitted the first installment of a multi-part article on the creation of the parts cross-reference database. As if that weren't enough, in his spare time he assisted John in editing submissions to the Magazine, and has been an invaluable sounding board for John as well.

In sum, Brian has demonstrated a dedication not only to the continuation of the Cosworth Vega marque, but also to the continuation and advancement of the Cosworth Vega Owners Association. His efforts have added measurable value to the Club.

Brian's outstanding contributions historically, capped by his phenomenal contributions in the year just past, unquestionably qualify him to receive the award.

*(Continued from page 7)*

Mel and Hyla Kooiman

A tie-breaker question was asked and the winners were:

1<sup>st</sup> Place Dick and Judy Baumhauer

2<sup>nd</sup> Place Mal and Hyla Kooiman

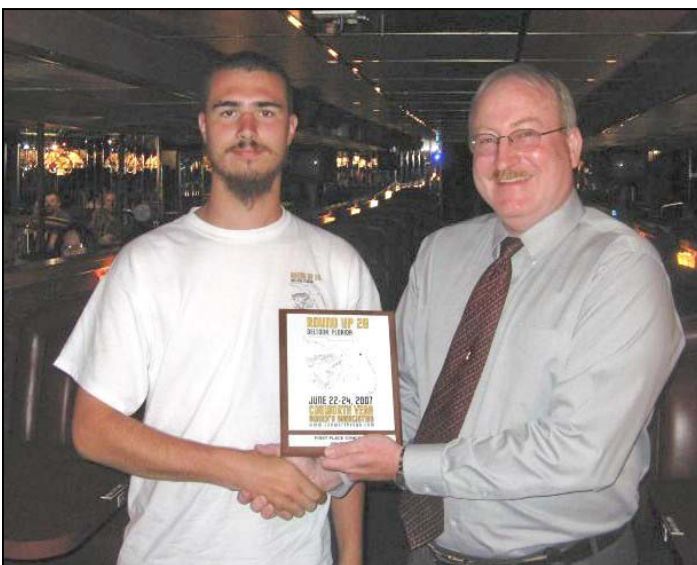
\$75.00 Bob Adams - Poker Run Winning Hand (2-aces high flush)

Farthest Driven In A Cosworth – Presented by Tim Morgan

Jacob Lippert

Robert A. Maloy Award – Presented by Tim Morgan

Given the extraordinary work and dedication to the CVOA, this award was presented to Brian Harpst. (*see sidebar above, Ed.*)



***Pictured above is Jake Lippert accepting his "farthest driven in a Cosworth" award from President Tim Morgan. Jake drove all the way down to Florida from Ohio, a distance of around 1000 miles (photo courtesy of Mark Rock).***



# Our First Round Up Experience *by Dave Wilbur*

The Round Up was a last minute addition to our summer schedule. We had no idea what to expect as far as the size of the meet or if it was done with families in mind, rather than the typical "Boys Club" type of event. My wife, Sherry, being into NASCAR, found the location to be very interesting, so we decided that even if the meet was a bust, at least we would get to see Daytona. I decided to make the arrangements.

I always avoided long trips in the Cosworth due to its size, its 30 year old electronics, and parts availability on the road, but I thought that if I didn't have the car with us, it would be hard to fit in. I went to work taking care of a lot of deferred maintenance in hopes of ensuring reliability.

The trip down went good with no traffic problems and good fuel mileage. We arrived at Best Western Deltona Friday afternoon, got settled in, and cleaned up before heading out to the cookout. The cookout went well with plenty of good food and drink. We enjoyed seeing the garage, cars and parts (I wish my garage was that clean and organized). Several people introduced themselves and welcomed us.

Saturday morning we took off on the poker run/rally that would lead us to Daytona. We really enjoyed the "off the beaten path" scenery that could only be found by someone who lives in the area. We used to rally in our Corvair, but it's been years and we have missed doing them. While at Daytona, we took advantage of everything they offered. What a neat place! After the display at Daytona USA, it was off to New Smyrna Speedway for

a few parade laps, afterwards we watched the races. We had a lot of fun lapping the track and our son particularly enjoyed it.

On Sunday we weren't planning on Auto-crossing, so we took a side trip on our own to Ponce Inlet where we climbed the lighthouse. After that we went to see the end of the Autocross. Later, we went to the awards banquet on the Romance Riverboat. It was a nice smooth cruise with good food and a lot of fun for everyone. I was surprised to get the 1st place award for my class as 30 years have left its mark (or marks) on #3086. All in all it was a fun evening.



*Pictured above are Sherry and Dave Wilbur, along with their son David, in front of Dave's mint Concours winning (unrestored class) Cosworth #3086 (photo courtesy of Mark Rock).*

Monday morning arrived and we enjoyed a farewell breakfast with a lot of the members. We were sad to see it over so soon

since we were just getting to know everyone.

We made it home pretty well. A touch of Montezuma's Revenge made for an interesting ride up Rt. 301 through Virginia, Maryland, and Delaware; and by the time we got to our house, my new water pump was making a nasty racket. In about 2600 miles, the car used less than 1 qt. of oil, and averaged 26.4 mpg. The mileage is corrected since my odometer reads 1.1 miles to each mile.

Thank you and congratulations to Barbara and Jerry for a fun and enjoyable meet. Thanks also to Brain Wetrich for being the first to introduce himself to us, and to all others who treated us like family. I hope we can continue to participate.



Working on your Cosworth this winter? Need parts? Need info? Check out the CVOA parts and merchandise on page 34. Many items are available, including the upper end gasket set pictured above.

## Roundup 2008

### The Motor City..... Detroit, Michigan

It is confirmed that the 29th Round Up will be held in Detroit to coincide with the 100th Anniversary celebration of General Motors. Paul Wicker, John Cowall and Dick Baumhauer will be our Round Up hosts. Mark your calendar, firm dates have been set!

**June 27th, June 28th, June 29th 2008**

(Continued from page 8)

Hard Luck Award– Presented by Tim Morgan

Jerry Smith

**Concours Winners - Presented by Chief Judge Brian Wetrich**

**Stock Unrestored (4 cars)**

- 1<sup>st</sup> Place David Wilbur (361 points)
- 2<sup>nd</sup> Place Brian Wetrich (324 points)
- 3<sup>rd</sup> Place Mark Rock (322 points)

**Stock Restored (1 car)**

- 1<sup>st</sup> Place Buford McCoy (361 points)

**Modified Unrestored (1 car)**

- 1<sup>st</sup> Place Dan Newman (333 points)

**Modified Restored (4 cars)**

- 1<sup>st</sup> Place Greg Gibson (384 points)
- 2<sup>nd</sup> Place Jerry Smith (351 points)
- 3<sup>rd</sup> Place Shawn Parsons (347 points)

**Autocross Winners – Presented by John Cowall**

**Stock (3 cars)**

- 1<sup>st</sup> Place Todd Quinn
- 2<sup>nd</sup> Place Buford McCoy
- 3<sup>rd</sup> Place Dan Isaacs

**Modified (7 cars)**

- 1<sup>st</sup> Place John Cowall (also Fastest Time of the Day)
- 2<sup>nd</sup> Place Mal Kooiman
- 3<sup>rd</sup> Place Ron Wolff

**Competition (2 cars)**

- 1<sup>st</sup> Place Jake Lippert
- 2<sup>nd</sup> Place Shawn Parsons

**Unlimited (2 cars)**

- 1<sup>st</sup> Place Steve Mayefske
- 2<sup>nd</sup> Place Bob Adams

At the conclusion of the awards John Cowall and Dick Baumhauer discussed next years Round Up to be held in Detroit. The dates are June 27th to June 29th, 2008.



*Good times aboard the Rivership Romance.*

Although Tom Lippert was not a Concours judge, he was seen examining engine compartments and making notes. He announced that he had decided to give away reproduction heater hoses to those who needed them the most.. Brian Wetrich and Jerry Smith (who Tom noted was going to be building a new engine anyway) were each the lucky winners. Drawings for the bonus door prizes that were provided by our 'Approved Cosworth Vega Vendors' were handed out. By the time this was done we were back at the dock.



*Autocross fans check out Jerry Smith's #3241. Suffering from a blown out oil pressure sending unit and broken block (piece of block and sending unit are seen in insert), the car has since been repaired and is back on the road.*

On Monday morning, the farewell breakfast was held at the Deltona Inn and good byes were said until next year.

As you can see, this was one jam packed weekend and the great participation made all the hard work worthwhile.

See Y'all in Detroit!

Jerry and Barbara Smith

# Thanks for the Memories



**ROUND UP 28**  
DELTONA, FLORIDA

**JUNE 22-24, 2007**  
**COSWORTH VEGA**  
OWNER'S ASSOCIATION  
[www.cosworthvega.com](http://www.cosworthvega.com)



## Concours

### Final Standings Round Up 28 - Deltona, Florida

#### Unrestored:

<u>Dash</u>	<u>Name</u>	<u>Points</u>
3086	Dave Wilbur	361
1620	Brian Wetrich	324
3387	Mark Rock	322
2909	Dan Isaacs	280

#### Modified Unrestored:

<u>Dash:</u>	<u>Name</u>	<u>Points</u>
3089	Dan Newman	333

#### Restored:

<u>Dash</u>	<u>Name</u>	<u>Points</u>
1385	Buford McCoy	361

#### Modified Restored:

<u>Dash</u>	<u>Name</u>	<u>Points</u>
0900	Greg Gibson	384
3241	Jerry Smith	351
0046	Shawn Parsons	347
3460	Todd Quinn	319

#### Custom:

<u>Dash</u>	<u>Name</u>	<u>Points</u>
0803	John Cowall	361
2543	Victor Dillon	335

#### Unlimited:

<u>Dash</u>	<u>Name</u>	<u>Points</u>
0686	Jake Lippert	365

#### Non Cosworth:

<u>Make/Model</u>	<u>Name</u>	<u>Points</u>
Pontiac Sunbird	Bob Adams	378



*Shots from the concours show field (photos courtesy of Tom Lippert and Mark Rock).*



*John Cowall preparing for the autocross.*



## Autocross Results

### Unlimited:

<u>Fastest Time</u>	<u>Car #</u>	<u>Rank</u>	<u>Driver</u>	<u>Time 1</u>	<u>Time 2</u>	<u>Time 3</u>
38.689	3	1	Steve Mayefske	40.515	39.425	38.689
59.026	09	2	Bob Adams	75.637	64.461	59.026

### Competition:

<u>Fastest Time</u>	<u>Car #</u>	<u>Rank</u>	<u>Driver</u>	<u>Time 1</u>	<u>Time 2</u>	<u>Time 3</u>
38.299	11	1	Jake Lippert	42.271(2cones)	38.648	38.299
41.164	7	2	Shawn Parsons	43.950	41.164	50.883

### Stock:

<u>Fastest Time</u>	<u>Car #</u>	<u>Rank</u>	<u>Driver</u>	<u>Time 1</u>	<u>Time 2</u>	<u>Time 3</u>
39.405	20	1	Todd Quinn	41.318 (1 cone)	39.827	39.405 (1 cone)
40.270	44	2	Buford McCoy	43.918	42.218	40.270
52.186	2	3	Don Isaacs	59.608	56.782	52.186

### Modified:

<u>Fastest Time</u>	<u>Car #</u>	<u>Rank</u>	<u>Driver</u>	<u>Time 1</u>	<u>Time 2</u>	<u>Time 3</u>
36.499 FTD	01	1	John F. Cowall	37.627	36.734	36.499
37.133	001	2	Mal Kooiman	37.364	38.362	37.133
37.927	4	3	Ron Wolff	40.995	38.622	37.927
39.002	101	4	John J. Cowall	43.167	40.866	39.002
39.518	15	5	Mark Rock	40.403	40.328	39.518
39.876	18	6	Greg Gibson	42.681	40.036	39.876
50.029	1	7	Jerry Smith	52.226	50.029	DNS

# Our Dream Car Garage by Jerry Smith

The garage/shop has long been a dream of mine and I thought it might be interesting to tell the trials and tribulations of getting it built. Since our home is on a corner lot, I purchased the back wooded lot 20 years ago to keep our privacy; at that time we had a swimming pool out back which took up most of the 'real' back yard, excluding the woods behind the fence. As the kids grew up and moved out, we used the pool less and less. It needed maintenance and with the cleaning, chemicals etc. it became a hole in the ground that we threw money into. Later on we filled it in. With the hurricanes of 2004, Charlie, Frances, and Jeanie, the back lot became a disaster area (see pics at <http://www.cosworthvega.com/storm>). After initial clean up of trees from the house and back yard, we started thinking about a garage. But, the deal was I had to remodel the back porch first. It was a screened in 11x18 ft flat top aluminum enclosure on a concrete slab. In October 2005 we started the porch project. Barbara dug the foundation out to the corners of the house to extend the slab so that it became 18x32 ft. I tore down the old one and we contracted to have the new one built. Actual work by the contractor didn't start until 2<sup>nd</sup> week of January 2006. The screen room was finished February 20<sup>th</sup>. Later on we had windows installed so it became what is known down here as a 'Florida room'.



*Final work being done on the slab.*

Parallel with the porch construction, I was making preparations to build the garage. I had the back lot cleared in October and had already ordered an 11,000lb lift to install in the garage. In fact, it arrived before the actual garage construction even started. If you have Google earth installed and zoom to my address, 1220 Section Line Trail, Deltona FL, you will see the lot cleared and the blue tarp covering the lift along the back yard chain link fence. My initial idea was to buy one of those pre-fab steel buildings, but after checking with Deltona city zoning I learned that they were not permitted. Also, if I wanted to build a detached garage it MUST match the house in construction and color. With the problems with the porch contractor, I also decided to act as my own contractor and cut out the middle man. This meant that I had to do all the meeting

with city hall, go to courthouse and record proceedings, find subcontractors, order materials...e.g... do everything a general contractor would do. In dealing with city hall, I also learned that I first must combine the two lots in order to build, unless I was building another home. This required getting what is known as 'vacate the easement' between the two lots by sending letters to the telephone company, power company, water company, cable company, and gas company. Believe it or not, this took over six months!



*Waiting for the framer.*

Now we could legally build the garage, but first we had to get new survey and do the actual paperwork to the city/county to combine the lots into a single lot. Then I had to provide said survey along with architectural plans to the city in order to obtain the building permit. I surfed the web until I found a 3 car garage plan that I liked, however, it was framed construction, with siding while city mandated that it be concrete block/stucco to match the house. Instead of buying those plans, I just printed off a picture and found a local architect that would make the modifications I needed... 16ft commercial roll-up garage door, 12 ft. ceilings in order to install a lift. Then I finally got the permit issued April 7<sup>th</sup> 2006. I had already lined up all the subcontractors to do the work, so work commenced the second week of April and the garage was finished with final inspection on June 16<sup>th</sup>, right before the Roundup in Canton.

I moved all my tools and the two Cosworths into the new shop, then took a break and went to Round Up. While there someone asked me what I had done about sealing the floor. I responded that I hadn't really thought about it and was told, 'If you don't you will be sorry'. Upon returning from the Round Up, I moved all the stuff out and back into the house garage and prepped the floor and laid down the epoxy floor coating system. This took about 4 days. I was VERY pleased. I then moved all the tools,



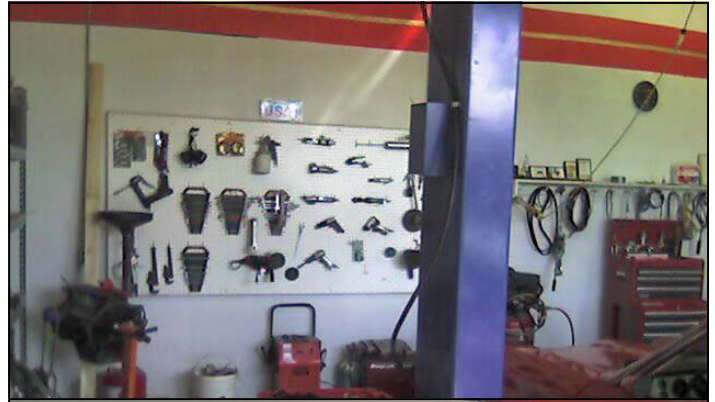
*My new home away from home!*

equipment and cars back in and started arranging things. I had read someplace that you should develop ‘work triangles’, so that’s how the shop is set up (note: we had to start calling the new garage the ‘shop’ to avoid confusion as to where things were, “in the garage (house)” or “in the shop”). Installing the lift was a real challenge. First, it was bolted together in an angle iron frame for shipping and weighed 2400lbs, so I had to get the two uprights and parts all separated. I then put an engine hoist (cherry picker) in the bed of my pick-up and lifted each one up enough to clear the ground and moved them just inside the garage door. Once inside, we had to figure out how to stand them up. Well, I bought a 12 ft 4x4 and wedged it underneath the rafters and rented a chain hoist to pick them up (with the help from my neighbor wrench head). We then ‘walked’ them over to the right spot, and using a concrete hammer drill, mounted the bolts into the 6 inch 3000lb fiber mesh concrete floor, hooked up the electric, filled it with hydraulic fluid and tested it.

One of the very first things I did was install an alarm system, since the garage is detached from the rest of the house. I have the shop laid out with auto shop in the 1<sup>st</sup> two thirds and woodworking tools in the other end. I used the woodworking section to build the bar in the Florida room. I have done brake jobs, dropped and cleaned a gas tank on my son’s car, replaced a starter, and also taken care of all the oil changes. I most recently pulled the blown engine from #3241, backed the car out from lift, moved old #2474 in its place, going up and down on the lift to remove bolts and pulled that engine out, switched the cars again, and dropped the motor in #3241. I did all this in a single day. I am happy to say that #3241 is once again running fine with the motor from the old car.

I was proud to hold the ‘open house’ during the Round Up. It is a real pleasure to have this facility, and truly is a ‘dream car garage’.

Happy Cosworthing!



*Air tools, woodworking tools, spare parts, and a pair of Cosworths are among the many things you will find in Jerry's "dream car garage".*

# The Cosworth Vega Parts Cross-Reference: Part 2 – From Spreadsheet to Database and Beyond *by Brian Harpst*

As Part 1 drew to a close, I had just finished sparring with Mark Rock over the inclusion and use of GM's Group Number system for classifying parts. However, there were many other aspects to consider, and the distribution of this information was at the forefront of my concerns.

When Mark first approached me about this project, he had in mind that the results would be published in print. As I worked on a template for the data, he proposed releasing it as a series of "inserts" for the Magazine – that is, if there was more information than a single issue could hold. Another thought he had was to include the entire matrix in the Club's Tech Bulletin Set or as part of Volume III in his "Tips & Tricks" series. All along, Mark tried to assuage my concerns for piracy of any printed work, but I was thinking of something else.

Because it seemed impractical to cover the entire parts book, Mark and I had agreed to focus on consumables, like filters, belts, hoses, gaskets, brakes, etc. (things we knew would have aftermarket counterparts), as well as the unique Cosworth items. Then, reasoning that weatherstrips were to the body as gaskets were to the mechanical aspects of the car, I began to consider how other body parts fit into the picture, but stopped short of trying to cover restoration items at this early stage.

Still, I was opposed to circulating this data in print. Regardless of GM's position on parts for these cars, I felt that the supply-side situation remained rather dynamic. Aftermarket sources could be drying up in the months and years ahead, while new ones might spring up in collectible vehicle markets. Handling latent errors and corrections in the data would be an issue, as well.

Although we had no idea of just how much interchange information might (or might not) be uncovered by this project, I had a proposition for publishing this work as a "Members Only" reference, but not merely the spreadsheet file – not even as PDF document.

I had been contemplating an online resource, but not like the clumsy, overly-complicated catalogs you find at so many e-commerce sites. What I wanted was something that I hoped would be within Jerry Smith's bailiwick. I envisioned this as a genuine online database with a "live" look-up, instead of scrolling through line-after-line of whatever format. Moreover, rather than use drop-down menus that limit the user to any one manner of parts classification, we should provide a choice of searching the relative text by keywords, a part number, or maybe even a specific GM Group Number. Instead of the user looking for a needle in a haystack, the search function would return the complete records for the relevant matches.

Furthermore, it just seemed natural to move from a spreadsheet format to a true database. While databases often display each record as a page, many also offer a tabular view of the complete file – one that looks very much like any spreadsheet, where each row is a record and each column is a data field.

Mark was clearly intrigued by these ideas, and we quickly set our sights on unveiling the work as a Christmas present for the members – a reward for those who stayed with the club as well as further enticement for new ones to join. Now, I turned my attention to filling up the spreadsheet with all the information I could find.

Two weeks later, the table contained over 400 rows, and I was still just working out of my own two GM catalogs. That count would continue to grow with each update I sent (about one every 2-3 weeks), but each time I asked Mark how much further he wanted to go with this, he would reply, essentially, "...as far as *you* want to."

Of course, the scope of parts we would cover wasn't the only thing I had to work on.

1	= Cosworth Vega Essential Parts History and Cross-Reference =				
2	Group	Description	OE P/N	Per Car	Model
3	0.000	ENGINE - CLUTCH			
4	0.000	Gasket Set, upper end (camshaft carrier)	N/A	1	75-76 Vega (122)
5	0.289	Gasket, cylinder head	352150	1	75-76 Vega (122)
6	0.303	Seal Unit, valve (stem)	6260948	1	75-76 Vega (122)
7	0.459	Shim, valve (111)	5233266	A.R.	75-76 Vega (122)
8	0.459	Shim, valve (113)	5233266	A.R.	75-76 Vega (122)
9	0.459	Shim, valve (115)	5233267	A.R.	75-76 Vega (122)
10	0.459	Shim, valve (117)	5233268	A.R.	75-76 Vega (122)
11	0.459	Shim, valve (119)	5233269	A.R.	75-76 Vega (122)
12	0.459	Shim, valve (121)	5233270	A.R.	75-76 Vega (122)
13	0.459	Shim, valve (123)	5233271	A.R.	75-76 Vega (122)
14	0.459	Shim, valve (125)	5233272	A.R.	75-76 Vega (122)
15	0.459	Shim, valve (127)	5233273	A.R.	75-76 Vega (122)
16	0.459	Shim, valve (129)	5233274	A.R.	75-76 Vega (122)

*The first draft was more a prototype than a work-in-progress.*

When Mark reported that the file I sent him yielded just seven pages as printed from Excel, I sensed a little disappointment; his goal was for something more like 50. I quickly reminded him that I had only scratched the tip of the iceberg on 1975 parts and hadn't even cracked open my 1976-1981 Chevy catalog. A lot more ground would be covered in the days, weeks, and months ahead.



Mark felt that some of the column headings were vague, and I must admit that I had just tossed them out there to get started. After a lot of trial and error, the labels were refined to: *Group*, *Description*, *OE Part Number*, *Qty. Per Car*, *Model Usage*, *Part Number History*, *Aftermarket Vendor & Part Number*, and *Comments*. In their context, those headings seemed fairly intuitive, but we could go into greater detail in an online FAQ, if needed.

However, after discovering errors (more of my own than any made by others) in some of the aftermarket citations, I felt it necessary to include one more column. Initially appearing only in my own copy of the spreadsheet file, I later decided to include that *Interchange Source* column in the online version – not only to give credit where due, but to help backtrack reports of any errors.

Yet, there was another aspect to cross-referencing that I felt would be equally important.

While the Cosworth Vega was produced by the factory exclusively in hatchback form, it should be obvious that many parts were shared with the other Vega body styles. The 1975-1977 Pontiac Astre also shared the basic hatchback and wagon body styles. Though 1977 was the last year for the Vega and Astre, the hatchback body was recycled as the Monza S for 1978 only, while the wagon body continued on in the Monza and Sunbird/Safari lines for 1978-1979. Several parts were also shared with the H-specials: Monza, Starfire, and Skyhawk for 1975-1980, plus Sunbird for 1976-1980 – though less so with each subsequent model year. Where applicable, I noted body-specific usage by GM's two-digit body style numbers:

05	Vega Panel Express
11	Vega Notchback Coupe
15	Vega/Astre/Monza/Sunbird Kammback Wagon
77	Vega/Astre/Monza/Sunbird Hatchback Sport Coupe
07	Monza/Sunbird/Skyhawk/Starfire 2+2 Hatchback Cpe.
27	Monza/Sunbird Notchback Coupe

Those weren't the only GM vehicles that shared parts with our beloved Cosworth. I could see from my 1976-1981 Chevy catalog that there were plenty in common with other passenger cars, and I suspected a few more could be found in other truck models besides the S-10.

This *Model Usage* information could come in handy at the parts store, in the event that there was no application listing for the Vega, but I felt that it would prove to be even more helpful in locating items that might have already been reproduced for other GM products by high-profile, fully-licensed vendors – many of whom typically dismiss these cars (even the Cosworth variant).

For that first draft and several updates that would follow, I had merely extrapolated applications for other models from my own personal recollections and gut feelings to help flesh out the spreadsheet. However, I wouldn't rest easy until I was able to authenticate and expand upon these relationships. Thankfully, the Parts Manager that I was working for at the time was kind enough to let me borrow some paper catalogs he had saved.



*Man, I never had this much homework back in school!!!*

Now, as if it wasn't enough of a chore hauling that stack of books back and forth on weekends, I found myself totting a few volumes home on weeknights and burning plenty of midnight oil in the process. Mind you, I didn't have a big library table in a nice quiet den to work on that material, but I was working on a notebook computer perched on a coffee table in the living room, surrounded by all those catalogs on the couch and floor.

In mid-August, I sent Mark an updated spreadsheet file that covered just over 500 items. In return, he snail-mailed a printout of the entire spreadsheet on 11x17-inch paper that provided a much fuller perspective of the work than one could get from the confines of a computer screen. At just over 30 pages, I could tell that he was starting to get all warm-n-fuzzy about this process, and the file grew steadily as the weeks flew by.

Throughout this undertaking, Mark would update me with information he found while going through a drawer or bookshelf, as well as news of a find on eBay or the Yahoo Groups site. More often than not, those items were already in my spreadsheet, but Mark's file was typically a few weeks behind where I was working. However, those notices served a greater purpose – stirring me to explore related parts for inclusion in the listings. Of course, each addition meant not only reviewing all the catalogs, but doubling back to check availability, supersession history, and cross-model applications – a process that would be repeated many times in the months ahead. Mark would undoubtedly classify this as an extension of “restorationitis” (see *Issue #38, et al.*).

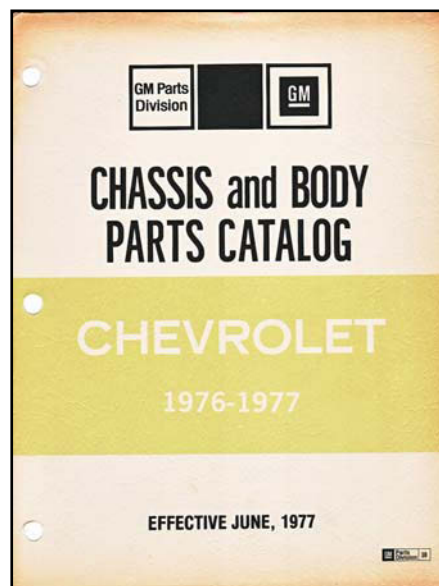
Come the first weekend of October, Mark presented me with hardcopy from my latest update, but with each page now folded over on itself and neatly stored in a binder. At 60 pages and just over 900 parts, it was a sight to behold! Yet, as much as Mark savored the growing coverage, gaps in the information were becoming more obvious – not only in the data that I provided, but what came through in the Excel format (more on the latter, later).

You see, the catalogs borrowed from work were among the last printings by GM, issued in the mid-1980s. As I warned in Part 1, these books had plenty of “holes” where discontinued parts had been dropped from the application listing over the years. Understand that the manufacturer's only legal obligation in supplying parts is to meet the terms of the warranty; beyond that, it's purely about supply and demand. For example, interior trim parts were

among the first things to be discontinued for any vehicle – not long after the basic warranty period ended.

More than once, I found multiple numbers published between different editions of GM catalogs for what appeared to be the same part, but didn't cross paths in the supersession history. There were also application listings that suffered from a lack of clarity.

The Assembly Instruction Manuals offered by the Club contain lots of valuable information and helped clear up some issues for me, but they are far from complete in their coverage for my purposes. Many part numbers contained therein represent subassemblies that were intended solely for production use, but serviced in the field only by their individual components. Take a look at the windshield washer pump and container for a good example.



*A small find yields a big breakthrough*

While collision estimating guides are rather narrow in scope and – as a derivative of GM's information – suffer from the same loss of data as parts catalogs, an old edition at work served up some good numbers for replacement glass. So, I took a chance on a few sets of pages on H-body models, liberated from vintage “crash books”, that often turn up on eBay. Those helped fill some holes in cross-model applications, but there were still many gaps in the data for the 1976 Cosworth.

What I really needed was a parts book with a printing date that was much closer to the last year of production.

I'd long given up on going to Hershey and Carlisle in the fall because of the high cost of fuel and lodging and too much rainy weather, but I did check out a couple of events closer to home. Unfortunately, there were few vendors of original literature in attendance, and the parts books that they had were overpriced and no better than what I was working from. Although I knew of an automotive archive just a couple hours away, there was more work than could be accomplished in a single trip and no guarantee that they had what I was looking for.

Before abandoning all hope, I decided to try a little Googling and found a site, *Alibris.com*, where sellers offered all sorts of books – including a 1976-1977 Chevrolet parts catalog and at a price I just couldn't refuse. A bit sunburned and a little water damaged, what arrived in my mailbox was in delicate condition, but with a 1977 printing date, it would prove to be highly useful in the weeks leading up to the Christmas debut.

By the last week of October, the spreadsheet included over 1,000 items. While that might not seem like a big gain for a three-week period, keep in mind that I had run up against a brick wall with a growing number of gray areas. I cut many questionable items from the table, but pasted them into a separate file for later research. From this point on, I would no longer add new items directly to the spreadsheet, but to that “work-in-process” file – holding them there until they could be fully authenticated.

Meanwhile, I had been putting Mark off about issuing an “RFI” to the Cosworth public at-large for aftermarket numbers. It seemed like a good idea, but I really didn’t want to let the cat out of the bag before Christmas. Besides, I had already culled quite a bit of information from club publications and past discussions at Yahoo Groups, as well as some old aftermarket paper catalogs that we still had at work. I also didn’t want people duplicating what was already covered in the spreadsheet, and I had only begun to explore some online catalogs from aftermarket sources – thanks to tips from Mark Rock, John Williams, and a friend in Packard circles. As such, I felt it would be better to ask the owner base for assistance *after* the online debut – to help supply information we *didn’t* have.

However, progress was painfully slow at this point. A trip to the dentist for surgery on an old root canal cut into my free time. Then, a problem with phone service at home effectively killed my dial-up access. Until the phone company finally replaced the line to the house, all online research had to be done from work, during lunch breaks, with the results edited into the spreadsheet at home. Mark offered to help in any way he could, but I didn’t want to tempt fate with “too many cooks”.

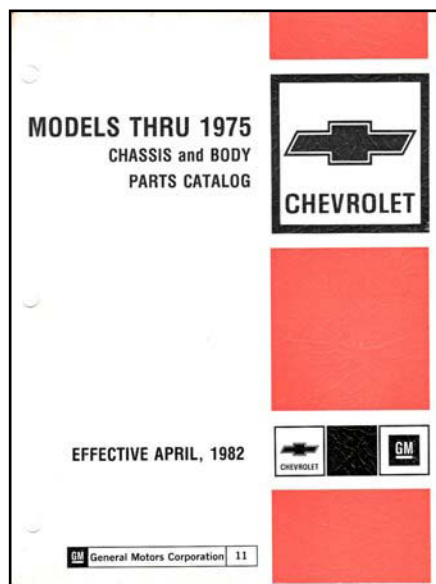
I ran up against a lot more misinformation than expected in some high-profile retail sites, but was able to cross-reference most of it against some other supplier catalogs that I found – both online and in paper. The payoff for my deliberate, yet solitary, approach was not only hundreds of new cross-references to aftermarket sources, but plenty of aftermarket parts for which I had to add corresponding OE rows in the spreadsheet.

As the holiday season drew closer, I e-mailed Mark with some concerns about getting all this data from the Works/Excel spreadsheet file format into something Jerry could use for an online database. Mark felt that a comma-separated value (CSV) file would be the ticket. Although that was another format I could “Save As...” in Works,

the results from that option were an incomprehensible jumble. Spreadsheets were clearly designed for number-crunching, but I was working mainly with text and using commas where grammatically correct and to separate logical elements. Mark thought we could work around this with some other delimiter, but when I tried tab-delimited format, we ended up with over 8,000 records! It looked like other formatting that I had used in the spreadsheet might be causing problems, too.

Then, there was still the matter of cells whose contents were truncated not only in the hard copy printouts that Mark had provided, but on-screen when I viewed the Excel files at work – errors which grew in number as more information was added. However, the data appeared to be fully intact in the original Works file when viewed in its native program. It seemed inconceivable that a lesser application would work better than a full-blown product, yet no one could tell me that this was simply a problem with display and printing from Excel, either.

I was worried that, because I had been using a spreadsheet in a way that was never really intended, we may have painted ourselves into a corner, but Mark reassured me that Jerry was confident there would be no problem converting the Works file. Although I had also wanted to storyboard my vision for the online version, I had gotten so bogged down with all the other research that I left the implementation to what we had already discussed, over the course of so many e-mail messages. I had to keep working on the content.



*A recovered souvenir offers new hope.*

After a little housekeeping at offsite storage, where I kept my old cars, parts, and some related artifacts, I found something that had been tucked away long ago and forgotten. It was a brand-new, 1982 printing of a parts catalog for Chevrolet models through 1975 that I purchased during my first tour of duty in the parts biz (*see Issue #92*) – intended for a 1975 Monza 2+2 (my first car, which I still have), at a time when I had given up on finding an original edition of the Vega-Monza catalog. Though a little over a year newer than the tattered edition that I borrowed from work, this one contained plenty of listings that were absent from the final printing.

Between that and the 1976-77 catalog find, I was able to identify and remove dozens of catalog errors and add several new parts. I was still sitting on nearly a hundred items in the pending file, but I left a couple hundred listings items with questions (and comments) in the spreadsheet as the holiday was nearly upon us.

The week before Christmas, I sent Mark an e-mail to ask how work was progressing toward the online debut. He forwarded a message from Jerry, who had gotten bogged down in building a new server and migrating the existing website data and features to it, under a new format. Jerry had been hoping to develop the parts cross-reference for debut on this new server, but it looked like that might not happen until New Year's Day, now. Although that was disappointing news, I understood the workload factor; I had plenty of stuff nipping at my own heels.

Then, my father wound up in the ER again. Although he wasn't admitted, the situation left me little time to spend online – that is, until Christmas Eve, when I found an e-mail that Mark had sent earlier that morning. Actually, it was a forward of his message to Jerry, regarding his progress with reformatting the CSV file so that it could be read by whatever application Jerry had worked up. I thanked Mark for the heads-up, but told him that, as much as I would have liked to see this online for Christmas, they shouldn't let it cut into their holiday time.

Later that evening, Mark reported back that after spending most of the day editing the file, there were still some bugs, but he thought the online feature was working now and gave me a link to try. The following morning, Mark forwarded another message from Jerry, who advised that he had woken up about 3AM and couldn't get back to sleep. Old Scrooge might dismiss that as nothing more than an undigested bit of beef, a blot of mustard, a crumb of cheese, or a fragment of an underdone potato, but Jerry put in couple more hours of work on fixing some bugs in the search function and cleaning up the presentation. Our vision had become a reality!

I don't know how many members found that little gift on Christmas Day 2006, but I sure enjoyed seeing all that content available online and in a searchable format. Outside of the relative vacuum of this project, this had been one of the most difficult years for me. With all the health problems my folks had endured, the family planned for a rather subdued Christmas, but I e-mailed Mark to let him know that he and Jerry really made my holiday.

As I basked in the afterglow of our accomplishment, Mark and I continued to exchange e-mail on what went wrong with converting the spreadsheet file and how to correct it, as well as some quirks in the search function. Mark had wisely chosen, in that eleventh hour effort, to present this feature to the public as a prototype – acknowledging that more work was needed and would be coming in the weeks ahead. What he didn't realize, however, was just how much more work was in store.

**COMING NEXT ISSUE: *Second Star to the Right and Straight on 'til Morning***



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# A Day at the Somers Car Show by Richard Bastardi

On June 30, 2007, in celebration of the upcoming 4th of July holiday in the Westchester County town of Somers, NY, the Italian American club of Somers sponsored a car show. Since I live in the neighboring town of Goldens Bridge, I decided to take #2551 on its maiden voyage to “test the water” on the small/local show level.

My first CV is #2551, a garage and trailer “queen” that was “rotisserie” restored in the early 90’s. #2551 has been washed, waxed, pampered, and started weekly by me, but rarely driven on the road.



I had attended the Rhinebeck show in the spring but went CV-less (and clueless!), nonetheless I met many CV club members (see the last issue of the Magazine) and spent lots of time talking and learning about Cosworths. It really got my juices flowing to get #2551 out of the garage and display it at a show or two this year.

In mid-June, I drove the car to CVOA Tech Advisor *Keith Meiswinkel's* shop for a fluid, filter, and wiper change, and whatever else was needed to get car to pass the New York State inspection. This was the first time that I had actually driven #2551 on the highway and was initially a bit intimidated by the tractor trailers and motor homes in front and back. After a little while, at 60 mph with the windows open and the AM radio cranking out a NY Yankee baseball game, it became a nascent experience that all Cosworth Vega owners know and cherish. Between the honking of horns, the stares, the “thumbs up signs”, and the smiles, I knew that I had finally found my inner peace and comfort level and #2551 became my car.

A week later, I returned and drove #2551 back home at 70 mph with more confidence and gusto. Thanks, Keith, for the fine work!

On Somers Car Show Day, fellow owners Gerry Cross and John Williams caravanned #0926 and #3400 to meet for breakfast and chat about our cars.

## Ohhhh– The Show—

We arrived at Reis Park, site of the show field, to the turned heads, stares, and crowds of owners and the show committee team. We entered past the Corvettes, the Hemis, the Shelbys, and the GTOs, and lined up the Cosworths. It was a beautiful, cloudless day with a deep blue sky. The Italian American Club sponsors were serving fresh bagels and coffee; we were surrounded by 150 or so beautiful cars --one of which was *mine!*-- and Somers became a true slice of heaven! We met many nice car people and talked Cosworths and cars in general. It was a wonderful experience to see and hear the post 1980 generation walk past the Corvettes and Mustangs and hear them ask “What is a Cosworth Vega?” And to hear some of the older folk’s reactions– some recognized it and some didn’t. But when they looked in the engine compartments, they could tell that these were not “normal cars” but had something happening under the hood, something real special.

We stepped out in Gerry’s 0926 for lunch and when we returned to the show I was informed by the show chairman that #2551 had won a trophy for “best in its class”. So I picked up my trophy, went home, washed the dust off me and 2551. After I parked and covered 2551 in the garage, I proudly put its first trophy on the shelf next to the car.



*Seen above in a "reflecting" #2551 are Gerry Cross and Richie Bastardi. Not bad for a car with fourteen year old paint! Another interesting note, the paint was applied (and the car restored) by a former Editor of this publication.*

Since joining the CVOA, I have met so many great people in person, via email, on the telephone and by buying and selling parts for this special, rare and unique Chevy. CVOA members are always willing to give and “go above and beyond” for a fellow member.

I am looking forward to meeting many more fellow members at the Detroit Roundup next year and bringing #0970 for its initial debut on the “big platform”. Happy motoring and thank you all for letting me brag a little.

# Vital Fluids, Part II by Duke Williams

*Motor oil was the subject of Part I. In Part II, coolant, brake fluid, and transmission and axle oil is the subject.*

## Coolant

"Coolant" is the term used to describe the engine cooling medium, which should be a blend of antifreeze and water. For many years beyond the time Cosworth Vegas were built, antifreeze was a somewhat generic product with a green dye, but in the last ten years the number of antifreeze types has proliferated. Most are ethylene glycol based, but at least one commonly available brand, Sierra, has a propylene glycol base. GM specifically does not recommend propylene glycol based antifreeze. Among other differing properties, it has less heat capacity than ethylene glycol, and the "environmental benefits" of propylene glycol are basically marketing hype if you dispose of antifreeze properly.

Traditional "green" antifreeze is referred to as IAT - inorganic antifreeze technology. It uses inorganic salts such as phosphates and silicates to provide corrosion protection. These are very effective, but slowly precipitate out and form deposits that clog up radiator and heater core tubes. The common symptom is high operating temperatures or overheating. Unfortunately, many backyard mechanics attempt to "fix" this problem by installing additives, a low temperature thermostat, or even by removing the thermostat. Some might even try a bigger, power consuming fan, a "high flow" water pump, and a "bigger" radiator. These attempts do not address the root cause of the problem!

If you partially drain the radiator, you can inspect the tube

ends and see if deposits have built up. If so, remove the radiator and take it to a radiator shop for a "rod out", which is basically just a mechanical cleaning of the tubes to remove deposits that act as an insulating layer and reduce the heat transfer rate. If the Cosworth Vega cooling system is performing to OE specification, none of the backyard "fixes" listed above is necessary, and will just drain your wallet and reduce performance and fuel economy.

In the last 25 years, two new antifreeze types have been introduced. The first is OAT - organic antifreeze technology - and the most commonly known example is Dexcool, which has been OE on GM vehicles since the mid-nineties. OAT uses "carboxylate technology" - organic acids of which common aspirin is one type of many. Despite conscientious research, I have not been able to determine how it works. Corrosion control remains a rather esoteric discipline and many mechanisms are not well understood. Dexcool is just one of several blends of OAT antifreeze. The Japanese OEMs also call out OAT, but it is formulated differently. There is one component in Dexcool they do not like because it is known as a "plasticizer", which usually refers to compounds that soften polymers such as rubber and plastic, but some references claim they harden polymers, making them brittle. If you look at the Valvoline Web Site (<http://www.valvoline.com>), you will find about half a dozen different antifreeze products covering all three types that are variously recommended by all the OEMs from around the world.

### ***An Important Message From DoctorDuke:***

Previous issues of CV Magazine contain ads for modified cam sprockets "precision machined to Duke Williams' thoroughly researched specifications". I want all CVOA members to know that I was not informed of this project, did not review the design, nor did I check any modified parts to verify that they met my published specifications. I am in no way responsible for any errors made by the vendor. It is up to the vendor to ensure that sprockets are properly modified to meet my specifications, and I suggest that all users check both inlet and exhaust cam indexing to ensure that my specifications are achieved. The inlet camshaft should be retarded 8 crankshaft degrees and the exhaust camshaft advanced 8 crankshaft degrees. This changes the point of maximum lift to 110 deg. ATDC from 102 deg. ATDC on the inlet side and to 118

deg. BTDC from 110 deg. BTDC on the exhaust side, and the lobe separation angle changes to 114 from 106 degrees. With these modifications my engine idles butter smooth at 900@17" Hg. manifold vacuum with 25 degrees total idle spark advance - 14 initial and 11 from the vacuum advance control. It has more low end torque - pulls from 1000 revs in fifth gear - and has more top end power. The measured 80 percent torque bandwidth on the dyno sheet published on the CVOA website is 1900-7000+. Properly modified sprockets on any engine should yield similar results, particularly idle characteristics and low speed torque. The upper boundary of the 80 percent torque bandwidth will be less with exhaust system backpressure or a non-OE induction system.

Dexcool has been heavily bashed on Web blogs, but GM claims the sludge formation reported by some owners is due to running low coolant level for extended time. The fact remains that GM has filled about 50 million new cars and trucks with Dexcool since 1995 and only a very tiny fraction of owners are having problems. Beginning in about 1995 I recommended Dexcool for Cosworth Vegas, but a few years ago changed my recommendation to the third type, which has an interesting history. There was a nagging doubt about Dexcool's ability to protect solder, which is not present in modern cooling systems that use aluminum radiator and heater cores with plastic side tanks.

In 1984 I purchased my first Mercedes Benz sedan. Mercedes only recommended "Mercedes Benz antifreeze", which is dyed amber, but many years passed before I was able to determine how it differed from conventional green antifreeze. This product goes back to the early eighties and was the first HOAT - hybrid organic acid technology - antifreeze. Hybrids contain both organic and inorganic inhibitors. This blend is now OE on all Daimler Chrysler and Ford products, and now that it is used on so many cars, it can be purchased in the aftermarket rather than just dealers. The most commonly available aftermarket clone is Zerex G-05, which is a Valvoline product.

The industry consensus is that HOAT blends such as Zerex G-05 are the best replacement for "green", which is likely to become less common as time passes since no OEMs currently use it for factory fill. G-05 should provide superior corrosion protection, including solder, but since the concentration of inorganic components is lower than "green", the rate of precipitation will be less, which means tube clogging will progress at a much slower pace.

As is specifically recommended when Dexcool is used to replace "green", I recommend a thorough system flush with potable water. The die cast Cosworth Vega block has no block drain, but block draining can be improved by jacking the rear in the air so the block will drain through the lower radiator hose to the radiator drain. The system can then be thoroughly cold flushed by disconnecting the heater hose from the pipe at the left rear of the engine to flush both the engine and heater core circuits until the drain water is colorless and tasteless. This can be followed by one or more "hot flushes". Fill the system with water and run the engine until the thermostat opens, then drain and repeat the process at least one more time. Allow *at least a half hour* for the engine to cool before you refill with cold water.

Most OEMs specify "potable water" to mix with the antifreeze, but my preference is distilled water so no minerals or chemicals are added that might consume or react adversely with the antifreeze corrosion inhibitor components. I prefer a blend that is at least 50 percent antifreeze, and since the CV cooling capacity is about 7.2 quarts, a gallon of G-05 will place the final concentration at about 55 percent. More than 70 percent antifreeze concentration will actually increase the freezing point of the blend. If your car runs hot or overheats with 50-60 percent antifreeze, find the root cause of the problem and correct it. Don't waste hundreds of dollars on "bubba fixes". Find and correct the root cause, which is often clogged radiator tubes or an ignition advance map problem. Cosworth Vega engines can run hot in hot weather, low speed driving because they do not have a vacuum advance, but installing a suitable vacuum advance will considerably reduce cooling system load at idle and low speed in addition to reducing fuel consumption. This topic is thoroughly vetted in "The Twin Cam Times Portfolio" [*available through CVOA merchandise, item number CVOA-MAN-5, Ed.*] including the correct vacuum advance part number. Most available HEI vacuum advance controls are not suitable for the Cosworth Vega. You must use the specific part number that is recommended and connect the signal line to a full manifold vacuum source.



*When shopping for antifreeze to be used in your Cosworth, look for the G-05 designation, as seen on the above label.*

One thing to understand is that the Cosworth Vega aluminum engine is not forgiving of poor cooling system maintenance, and major damage to aluminum components can occur due to poor maintenance - lack of coolant changes. I've seen coolant pump castings with holes in them, and blocks can corrode at the tops of the cylinder barrels, which undermines the head gasket seal and requires a major overhaul including cylinder sleeves. This has happened to a number of "new", never driven Cosworth Vegas in recent years because the coolant was never changed. Coolant must be replaced on a time interval because corrosion mechanisms work 24-7 regardless of whether the engine is operating or not, which is not the case for engine, transmission, and axle oils.

The 1975 Cosworth Vega Shop Manual Service maintenance schedule calls for a coolant change every 12,000 miles or one year, whichever occurs first, in recognition of aluminum's unforgiving nature of corrosion processes. Given the superiority and increased longevity of modern OAT and HOAT corrosion inhibitors, I think every two to three years is okay, but if you go beyond five, you may be asking for trouble.

## Brake Fluid

Conventional DOT 3 and DOT 4 polyglycol-ether brake fluid is chemically similar to antifreeze. It is highly hygroscopic, which means it has a high affinity for water. Even removing the master cylinder cover to inspect fluid level will allow the brake fluid to absorb water vapor from the air. Water contamination reduces the brake fluid boiling point and initiates several corrosion mechanisms. Like antifreeze, brake fluids have corrosion inhibitors, and like antifreeze, these are consumed over time. European OEMs have traditionally recommended time based brake fluid flushes, but American OEMs never have. The result of not changing brake fluid is corrosion, which will eventually result in brake loss and the need for hydraulic component overhaul. I lost the master cylinder on my 1963 Corvette in 1968 after only five years of service.

In 1981 I installed Monza front brakes on my 1976 Cosworth Vega and decided to inspect the rear wheel cylinders. They were corroded badly enough that I replaced them. At this point I got "religion" and placed all my cars on a two year brake fluid change interval, and I have not had to overhaul a hydraulic component since, which has been over 25 years. Good maintenance pays dividends!

I always use DOT 4 fluid since it has a higher wet and dry boiling point, and according to some of my research may have a better corrosion inhibitor package. Brake fluid performance specifications are controlled by the US Department of Transportation (DOT), just as automotive lubricating oil performance specifications are controlled by the API. So brand name is meaningless. Some brake fluid blends claim they are "synthetic", which is just marketing hype. *All* brake fluids are synthetic because the polyglycol-ethers are "synthesized" in a petrochemical process from crude oil derived feedstocks. Just buy the lowest priced DOT 4 fluid.



I recommend the following brake fluid change procedure. Siphon the master cylinder contents and clean out any sludge at the bottom, which is common on old systems that have not seen periodic fluid changes. Use clean brake fluid as a solvent with *new* rags and Q-tips to get the reservoir squeaky clean. Fill the reservoir with fresh fluid and flush about a quart through, going around the system several times. I start at the left front, which is the shortest path for the old fluid out of the front cylinder to the junction block or proportioning valve. At the rear it doesn't make much difference which side you start on. I bleed manually using a helper to pump the pedal, which works just fine. Do six to eight pumps at each corner and

go around about three or four times. Do not let the master cylinder run dry. The rear reservoir has a very small capacity. Check it frequently, but keep the cover installed or you will get brake fluid all over the place. Every time the pedal is depressed the piston covers the compensating port, which causes a little geyser. Keep a damp rag handy to wipe up any spills. Conventional brake fluid will attack paint, and brake fluid is water soluble.

I don't care for vacuum bleeding. Every time you break open the bleed valve air can leak past the threads, so vacuum bleeding tends to pull in air, and you don't know if it's air in the system or air leaking past the bleed valve threads. Pressure bleeding is fine if you have the equipment, but I've always just found a helper to pump the pedal while I operate the bleed valves and check the master cylinder level as required.

DOT 5 silicone fluid does not absorb moisture like conventional fluid and is preferred by some restorers. But do not attempt to replace conventional fluid by conventional flushing. Silicone and conventional brake fluids are not miscible and there is no way to remove all the conventional fluid by bleeding. The only reliable way to replace conventional fluid with silicone fluid is to start with all brake system components clean and dry. Assemble hydraulic components with silicone fluid. This means if you buy new or overhauled components that are assembled with conventional fluid, you will have to disassemble them, clean everything in denatured alcohol and reassemble with silicone fluid. All brake pipes should be thoroughly flushed with denatured alcohol and thoroughly dried with compressed air. New brake hoses should be installed, but thoroughly flush them with denatured alcohol since the swaged ends are usually lubricated with brake fluid.

## Transmission Oil

Like motor oil, gearbox oil standards are promulgated by the API. Throughout the early post war era only one product was used, typically referred to as "gear oil" or "90 weight" or "90 weight gear oil". The actual specification for this product came from the military - Mil-L-2105 - with various letter suffixes to denote revisions over the years. My 1963 Corvette Shop Manual calls for Mil-L-2105D in both the manual transmission and axle. The 1975 Cosworth Vega Shop Manual does not call out an oil specification, but the 1974 Vega Shop Manual calls out GL-5, which is the commercial equivalent of Mil-L-2105 promulgated by API. In fact, the mil-spec was cancelled a few years ago by the Department of Defense and replaced with GL-5.

Mil-L-2105 and GL-5 are formulated specifically for hypoid axles and have a sulfur based EP (extreme pressure) additive, which is the origin of its pungent odor. GM



specified Mil-L-2105 or GL-5 for manual transmissions designed up to about the early seventies, which includes the standard Saginaw four-speed, but not the Borg-Warner T-50 five-speed. Other GL (gear lubricant) specifications beginning with GL-1 and ending with GL-6 exist, but only GL-1, GL-4 and GL-5 are current. The others are obsolete and no longer available. GL-6 was developed for "high-offset" hypoid pinions, but was replaced by GL-5, as it is improved.

You may have read that GL-5s can cause "synchronizer corrosion", but this is way overblown. GL-5s can corrode brass, but it's only significant at elevated temperatures beyond the typical transmission operating range. Don't get fooled by all the myths and misinformation promulgated by Web bloggers and brand marketing. GL-4 specification oils are recommended for many modern transmissions and transaxles that don't have hypoid final drive gears, but if you have an old design transmission that was designed for Mil-L-2105 or GL-5, that's what you should continue to use. Despite all the hype about "corrosion", I have *never* heard of a 30+ year old transmission showing "corrosion damage" at overhaul - synchronizer wear, yes, not "corrosion damage", *absolutely not!*

Most modern GL-5s are blended to achieve a SAE gear oil viscosity range of 80W-90, which is suitable for all but arctic operation. Higher viscosity ranges are also available, but not suitable for light duty automotive use. They will just increase friction and axle oil temperature. SAE 75W-90 GL-5 oils are also available that are blended from base oils with a higher viscosity index. Despite claims of "lower friction and operating temperatures", I don't believe they offer much, if any, advantage in normal temperatures. They may be of some value in racing, where high power transmission and speed push the limit on axle oil temperature.

The Borg-Warner T-50, like most transmissions designed after about 1970, calls out ATF or a GL-4 oil specification. ATF is a GL-4 with a typical viscosity range of 70W-75. The current Dexron III is the proper oil for the T-50. The aftermarket also offers various substitute manual transmission oils designed to replace Dexron in manual transmission such as Redline MTL, which is a 70W-75 GL-4. *Do not use this in Saginaws.* Redline also markets a 75W-90 GL-



4 called MT-90, but I don't recommend this for Saginaws, either. Use a GL-5. As with motor oil, read the API certification label and forget about brand names. A summary of gear oil specifications is on the API Web site at <http://www.api.org>.



*Seen above is one of the many brands of gear oil currently on the market. Manufactured to GL-5 specifications, it is suitable for use in Saginaw 4 speeds and rear axles (Positraction units also require a special additive).*

**API SERVICES GL-5, MT-1**

As a point of interest, gear oil viscosity ranges are *different* than motor oil and cannot be directly compared. A "90-weight" gear oil is not "three times thicker" than SAE 30 motor oil - or however you want to characterize it. SAE 80W-90 gear oil has a viscosity range similar to SAE 30-50 motor oil, and 70W-75 gear oil is in the range of SAE 10W-20 motor oil. Different SAE viscosity ranges were chosen for gear oils to distinguish them from motor oils due to the very different additive packages required for each type of service. Motor oil SAE viscosity ranges are 0 to 60; 70 and above are gear oils. Some OEMs allow certain motor oils (such as 20W-20 non-detergent) for manual transmissions, but never use gear oil in an engine. Viscosities followed by a "W" are winter grades that must meet both a high and low temperature- typically 0C - viscosity requirements. Grades without a "W" only have to meet higher temperature viscosity requirements- typically 40C and 100C.

### Axle Oil

Positraction axles require special attention. The Cosworth Vega Shop Manual calls for an oil change on Positraction axles at 15,000 miles - just once, not thereafter. (I bet very few Cosworth Vegas received this maintenance at 15,000 miles.) The Positraction clutches (cone type in the Cosworth Vega axle) slowly wear and contaminate the oil with wear debris. On axles that have never received oil change service, the bottom of the housing typically has a lot of sludge buildup. Positraction axles also require a special additive known as a "friction modifier", which reduces the stick-slip friction that can occur in wet clutches. This manifests as a groaning or snapping noise (a snapping noise can also be loose rear anti-roll bar bolts). One 4-oz. bottle of GM 1052358 Positraction Axle Additive should be added at each axle oil change. This is sometimes called "whale sperm" or "whale oil". The same additive is added to ATFs, and it was whale-oil based back in the fifties and sixties, but the outlawing of whale-oil products in the US circa 1970 forced the industry to develop a synthetic substitute. As with motor oil additives, the friction modifier additive is consumed and deteriorates with temperature, which, along with flushing out wear debris, is why Positraction axles should have periodic fluid changes beyond the single change recom-

*(Continued on page 26)*

## DoctorDuke's recommended fluid maintenance intervals:

<u>Component</u>	<u>Capacity</u>	<u>Recommended chg. interval</u>	<u>Fluid specification</u>
<b>Engine oil</b> (Note: use 5W-40 CJ-4, CI-4 Plus, or CI-4 if you commonly cold start below 15 degrees F.)	Approx. 4.5 quarts	Annually or every 5000 miles, whichever occurs first	15W-40 API CJ-4, CI-4 Plus, or CI-4
<b>Engine coolant</b>	Approx. 7.2 quarts	Every 3 years	50-60 percent HOAT antifreeze such as Zerex G-05 with distilled water
<b>Saginaw 4-speed transmission</b>	Approx. 3.0 pints	Every 30,000 to 60,000 miles	80W-90 GL-5
<b>T-50 5-speed transmission</b>	Approx. 3.0 pints	Every 30,000 to 60,000 miles	Dexron III or 70W-75 GL-4
<b>Standard axle</b>	Approx. 2.8 pints	Every 30,000 to 60,000 miles	80W-90 GL-5
<b>Positraction axle</b>	Approx. 2.8 pints	Every 30,000 miles	80W-90 GL-5 with one 4-oz. bottle of GM 1052358 additive
<b>Brake fluid</b>	N/A	Flush w/ one quart every two years	DOT 4 (preferred) or DOT 3 brake fluid

(Continued from page 25)

mended by GM at 15,000 miles. My recommendation is 30,000 miles, but no more than 60,000 miles, and I also change manual transmission oil at the same intervals. Unfortunately, most modern manual transmissions don't have drain plugs, so you have to siphon the oil out through the fill plug, but Saginaw owners report that the oil can be drained by removing the lowest tail housing bolt. Cosworth Vegas axles also don't have a drain plug either, so in order to drain the oil and inspect the bottom of the housing for debris and cleaning, remove the axle cover. You will need a new cover gasket in addition to the proper oil and additive if the axle is Positraction.



Tag identifying axle as Positraction

Positraction axles have a metal tag under one of the cover bolts that identifies them and calls for "special positraction fluid" (which

is the additive), however, it may have been discarded in the last 30 years. You can check for Positraction by jacking up one side of the axle. *Double check the opposite front wheel* and use a torque wrench on one of the wheel nuts to turn the raised rear wheel. A Positraction axle in good health should require at least 40-45 pound-foot breakaway torque. If the wheel offers no resistance to turning, it is an open differential, which does not require the Positraction additive.



Positraction additive, part number 1052358, available at your local GM dealer.

DoctorDuke's R<sub>x</sub>

# Every Cosworth Has a History *by Shawn Parsons*

The history of the Cosworth Vega is well known to pretty much every Cosworth Vega owner. But the history of each individual Cosworth Vega is as unique as every owner who has one. Some are short: the car was bought new and has been in a garage ever since. Others are long: I am the umpteenth owner and this car has been through a lot. Some are normal: the only thing I've done to this car is change the oil. Others are not: this car has been completely rebuilt from the ground up after an accident that totaled it. But most Cosworths are somewhere in between. With the amount of time the Cosworth has been around, most of these cars are passing onto another owner, which is a story in itself. I have two Cosworths, 0046 and 2100. Each has their own history. One I know relatively well, the other....

0046 is actually my second Cosworth. I spied my first Cosworth while living in Ohio in 1977. I first saw 0046 when I was in college at a local motorcycle shop I frequently visited. There I met the owner, Mike King from Washington, West Virginia. He and I had a mutual friend in the owner of the motorcycle shop. By that time I owned a regular Vega and had heard of a Cosworth Vega, but never saw one. It was love at first sight, but while young and financially unable, I could just dream about getting one. Three years later, 2100 showed up for sale at a local bank. I bought it immediately and the first person I called about it was Mike King. He brought over 0046 and showed me some the finer points of maintaining a Cosworth. 0046 was a lot nicer than 2100 was at this time, but I thought that I could get 2100 nice again (another story).

About 4 months later, having not seen Mike since his one visit, I was driving past Viller's of Vienna, a local AMC dealer in Vienna, West Virginia, and lo and behold was a 1975 Cosworth Vega sitting on the lot. I immediately stopped and checked it out. It was 0046. I went home and called Mike about it. He said that he traded 0046 for a 1979 AMC Spirit X because his wife wanted a car with air conditioning. I knew this was my only chance at getting a nice Cosworth. So even though I was living at home, going to college, already owned a regular Vega and another Cosworth, I decided to get this car. Did I mention that my only income was from the National Guard drill

checks I got every month? That notwithstanding, I bargained for all I was worth (which was not very much) and bought 0046 for \$2800. Now I was the proud owner of one nice Cosworth, and one not so nice Cosworth. Boy was I glad I bought that car!

I quickly found out that having two Cosworth Vegas, you are twice as likely to only have one that runs. 2100 blew an engine while my brother was driving it back from his job (another story). So now I am down to one running Cosworth. During this time, I am storing both Cosworths in a garage in Vienna, West Virginia. Sharing this garage is a 68 Mercury Cougar, a 71 Cuda, a 69 Camaro, and several boats (big garage). Monthly, my brother and I would go over there and start up the running Cosworth. 0046 came out in the spring, got driven occasionally and put back in the fall. I finally graduated from college and went in the Army, being assigned to far away El Paso, TX. It is 1984 and I had to leave my cars behind to move.



After living in El Paso for 2 years, I am finally out of apartments and rental houses. During this time, my brother is still starting 0046 while it is in storage. The garage arrangement in West Virginia has ended by the death of the owner. 0046 has gone to my parent's garage, my brother's garage, and is finally now in a garage of the house behind my parents that they bought (along with the other Cosworth, a Porsche, and the 71 Cuda). In 1986, I talked my father into trailering 0046 to El Paso. I now have my running Cosworth with me. I store it in my garage and drive it occasionally to work and around El Paso (much to the chagrin of El Paso's finest, as they find out that chasing down the speeding black Vega is a little bit harder than chasing other Vegas).

I had been a member of CVOA since 1980 and had my collection of CVOA magazines. Up until this time, the only thing that had been done to 0046 is a one-piece rear spoiler put on by the first owner. Now I had my pride and joy available, and the money to do something with it. According to the CVOA magazine, the nearest person working on Cosworths at that time was Gary Hill in Phoenix AZ. I contacted him and took the car out to him. 0046 came back with a 2.3L upgrade along with some

head work. Now 0046 ran even nicer.

I never had the time, money, or Cosworth to attend a Roundup up until this time. So when the 1988 Roundup was in Reno NV, I teamed up with Clark Kirby to attend. I had a great time and got to see other Cosworths. Then I realized that 0046's paint was not the best, with Ohio Valley winters and El Paso summers taking a hard toll on it. The spring of 1989, 0046 went to Indian Springs AZ for paint. It came back looking just out of the showroom. Later that year I took 0046 to the Roundup in Des Moines IA.

1990 started out with my career in flux. My wife and I were in the Army. My position had been stable by being full time with the New Mexico National Guard. Her first tour was ending and she, being in the Regular Army, was looking at moving. Not wanting to have to move 4 vehicles (by that time I had my other Cosworth there) I decided to take 0046 back to Ohio to store in my parent's other garage. While I attended the 1991 and 1992 Roundups, I did so without taking a Cosworth to them. The Army kept us at El Paso for the next 2 years and during that time, I went back to Ohio twice a year to start and drive 0046.

We moved to Columbus GA in 1993 with my wife stationed at Ft. Benning and I back in college. 0046 stayed in Ohio as there was no place for either Cosworth in Columbus. Now came a time that I could not afford Cosworths with neither time nor money. 0046 stayed stored in my brother's garage and was started whenever I got back there to visit. During a rainy day in 1994, I was back to visit Ohio and was taking 0046 to a place I trusted for some work. After about a block, the oil light came on and I immediately stopped the car. After pushing it back to the garage and upon subsequent disassembly, one of the sleeves in the engine had cracked and I had water and oil mix to score a cylinder. Now I had no running Cosworths.

The Army moved us to Huntsville, AL in 1995, and I had gone back to Ohio several times to visit both Cosworths. Subsequently, I took the motor out of 0046 and proceeded to rebuild it in the laundry room of our house in Huntsville. Now completely rebuilt, it is time to put it back in. But you know how the Army is, time to move again.

Now we have moved to Newnan GA. It is 1999 and I

have a new career to go along with my new degree. 0046 and 2100 are back together (meaning they are stored together) in the garage in Newnan. I have been concentrating on 2100 and it is back running. 0046 sits with the engine out of it. Both Cosworths draw attention during the garage sales we have and 2100 is seen numerous times running around the Newnan/Atlanta area. After 9 years of missing Roundups I finally attend the 2001 roundup in Louisville, but take 2100. But things are not well career wise and it is time to change gears and move on again. I went back into the army.

2002 finds us living in Evans, GA outside of Augusta. I have transported both Cosworths there and 0046 is still without engine. The timing of the move and my new assignment keep me from attending the Roundup that year, but the reprieve has let me concentrate on working on 0046 and the engine is back in it and running, but just barely. I attend the 2003 Roundup in Austin, but with 2100. During this time I have 0046 running in the driveway, warming it up to take it for a run. My wife, who is the jinx of all things Cosworth, comes out and says, "I wouldn't take that thing out. It will probably die at any



second." Just as she says that, 0046 sputters to a stop and will not start again. Diagnosed as a rusting gas tank clogging the high pressure fuel pump, I take the gas tank off and send it away for coating. After the tank comes back 0046 sits around about a year waiting for me to find the time to put it back on. I get the tank on, but the high pressure fuel pump keeps blowing fuses and the drivability is very poor. Now diagnosed as

a high pressure fuel pump problem, I am going to have to remove it and send it off for rebuild. It seems that I will never have two Cosworths running at the same time for an extended period.

The beginning of 2005 finds me preparing to deploy to Afghanistan and no time for Cosworths. Both Cosworths sit in my driveway as I leave for my year tour. My wife builds our garage project (planned for 6 months earlier) in my absence. I come home on R&R and move the Cosworths into the new garage but have no time to work on either, except to start 2100.

I return in 2006 and find the time to take off the high pressure fuel pump and send it off for rebuild. Now I have come down on orders to report to Ft. Polk, LA.

I am assigned to a broken section that takes all my time and I have no place to put a Cosworth living on post. The high pressure fuel pump has returned from rebuilding but is still in the box waiting to be put on. Even though I have no room for it, and have to work on it at the Auto Craft Shop, I decide to bring 0046 to Louisiana to get it running. Hauling the Cosworth from Augusta over the New Year's holiday, I arrive and put it in my garage until a weekend can be found to work on it. I take 0046 to the Auto Craft Shop and it is the hit of the facility. I find someone whose relative has a Cosworth and tell them to have them join the association to get parts for their car. I work on 0046 for two days, putting on the fuel pump, and diagnosing and cleaning the electrical connectors to the computer (thanks Duke). 0046 started up again after 4 years of waiting for all the fixes on January 14. I finally have both Cosworths up and running together, for how long we'll wait and see.

Now back in Georgia, 0046 awaits the Roundup this year for its first appearance since 1989. The paint is almost 20 years old and needs redone, and there are several little things that it needs before the Roundup, if I can find the parts. But it will be there to show and race. And yes Clark, like you did in 1989 in Des Moines, you can drive it in the autocross again if you don't bring your Cosworth. Just don't break it and like before, I get to drive it after your run.

Another Roundup has come and gone, and I am back in Louisiana with the Cosworths in Georgia. 0046 has done as well as can be expected at the Roundup. It did well in concours, but when it came to the autocross, problems showed up. It ran well throughout the weekend but when on the banks of the race track, a fuel problem showed up, with it loosing power  $\frac{3}{4}$  away down the course. 0046 had a strong start, but coasted to the finish line. Back to the garage to diagnosis the problem when I get time. A minor problem I hope this time. And the Adventure of owning Cosworth Vegas continues.



*Shawn's CV #2100 lies in wait on a beautiful sunny day.*

Now, about that other Cosworth...*(the story continues in our next issue, Ed.)*

## **A New Cosworth Vega Intake Manifold from Sonny Rossi**

*(The following note was sent to me from Sonny Rossi, our Cosworth friend from Texas, Ed.)*

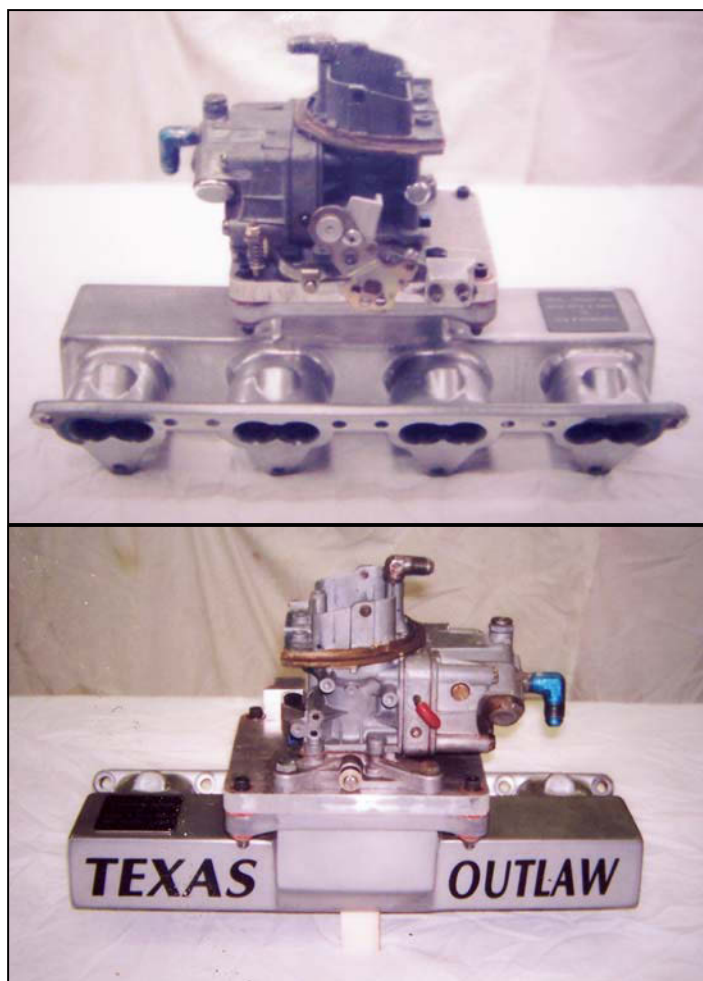
John:

Here are some pictures of the intake manifold I made for the Cosworth Vega Engine.

It takes a 350 Holley, or take off the center plate, and it will take a 390 Holley.

I am testing it on my race car with a 390 Holley. I am going to put it on a chassis dyno after Christmas and see how much horsepower it will make.

Sonny Rossi



Sonny:

Thank you so much for sharing these pictures with us. That is one impressive piece of craftsmanship! It is always good to hear from you and see what you are up to.

John

*(Sonny was also kind enough to send me a picture of his engine with the new intake manifold installed. I'm saving that one for the next issue to give it the space it deserves, Ed.)*

# Tech Tip: Open Your Hood When The Cable Is Broken *By Jerry Smith*

The following procedure was performed on a car with the hood already removed so that you can see how this works.



Here is a picture of the lock mechanism. What you don't see is there is a "V" shaped tab at the bottom that you need the end of your new tool to push against.



Above is the lower portion of the lock mechanism.... There is a keyhole in the cowl side of the frame ( you can see light coming down thru the cowl vents on the right).

**The tool needed can be fashioned out of a coping saw as shown in the following steps:**

**Step 1:** Buy a cheap coping saw, preferably with the easily removable blade end.



**Step 2:** Remove the end blade attachment.



**Step 3:** Saw off the end and weld an extension approx 1 inch lower than the side with the handle. Also, note the electrical tape on the top of the frame to protect your paint in the cowl vents. You now have completed fabricating your hood opening tool.

**To open your hood:**



**Step 1:** Insert the "saw" into the 6<sup>th</sup> cowl vent opening from the passenger wiper arm.

**Step 2:** Rotate the saw frame as shown below by inserting into the vertical "key hole" and angle towards the drivers headlight.



When you can pull the saw handle slightly towards yourself you will be able to feel the bottom V-tab.



*(Continued on page 31)*

## Tech Tip, cont.



**Step 3:** Hold tool as shown and pull the handle towards you...

The keyhole will act as a fulcrum for the lever and allow you to easily unlock the hood.

You may need to have someone push downwards on the hood where the lock is located to relieve the pressure as you do this.

*I have done this repeatedly with no problem. In fact, it worked the first time I tried it. Inserting the tool into the keyhole was instrumental in getting a procedure that works the first time, every time!*

*(For a better look at this tech tip, including a "quick time" video, go to <http://www.cosworthvega.com>, hold arrow over "tech corner", then click on "tech tips", Ed.)*

## The Continuing Saga of the Lippert's Round Up Tire Troubles

*(I had to squeeze this in at the last moment, it is too funny to leave out. The following is a note from Tom Lippert after I asked him the story behind the flat tire, Ed.)*

We took Jacob's (*Tom's son, Ed.*) car. He had driven from Cleveland to just outside Cincinnati. After about four hours of driving we stopped for gas, and I offered to drive out a tank. He agreed. I wasn't behind the wheel for more than twenty miles when I felt a vibration start.

"Did you pack a spare" I asked.

"I think so" Jake said.

"Does it have any air in it?" I continued.

"Why" was his response.

Just then... Vub, vub, vub, thump, thump, thump, and we were over to the curb in a matter of seconds.

"Thanks, Dad" was all he said.



## The Web Corner

<http://www.cosworthvega.com>

There's something new at the website—a new look as the result of a new menu/button system. Gone is the "nav bar" on the left side of most pages that contained the navigation "buttons". We've replaced them with "buttons" across the top. These buttons are "hover" buttons, so when you drag your cursor onto them, the sub-menus magically appear.

While some contend that beauty is only skin deep, in fact there is some real beauty behind the scenes in the form of a newer, far more powerful Linux /Apache web server. We now have Six fast-wide SCSI mirrored and striped drives with huge amounts of storage space. Photos, and especially video, take up lots of room. Combined with a 2.3GH microprocessor and a new ISP, response time is now blazingly fast. We even amazed ourselves at how fast search results are returned by the parts cross reference database.

Installing and configuring this new server has been a labor intensive project that spanned almost a full year. Because we have upgraded to a newer, more capable, more secure operating system, the programs behind the entire website had to be recompiled. As a result, pages and databases that worked under the old operating system sometimes no longer worked, and it often took Jerry months to drill down into the code and the new operating system's rules to find and squash the bugs.

We hope we have caught everything, but we just know we haven't. We need you, our users, to beat up on the system and send us a Feedback if you find a bug.

There is a new link on the Home page. Click on it to see photos of three Michigan Cosworths that were totaled when the barn in which they were stored (parked?) collapsed when struck by a tornado (no, there wasn't a trailer park nearby!). Then browse a "ton" of detailed photos documenting the disassembly and the parts of #3371, aka the White Tornado, one of the barn cars. It is a low (17,754) mile Cosworth that is being parted out--the dash, wiring harnesses, and engine compartment pieces are all moving directly to Crispy Critter. Hopefully the extensive photo-documentation of this car will enable a totally "correct" restoration of another '76 Cosworth some day.

Finally, the CVOA website is already above 110,000 hits since we opened our website doors in 2001. Pretty impressive for a marque with a total production of just 3,508, wouldn't you say?

The WebCrew

Mark "Crew Chief" Rock Jerry "Nuts/Bolts" Smith

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1/4 page \$10 1/2 page \$25  
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Full page inserts—\$70 if inserts provided  
\$120 if not  
(all above priced per issue)

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CVOA members are entitled to one free ad per issue. Additional member ads \$5 each. Cosworth data (Dash #, VIN, color combination and options) must be included.

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### Please mail all Advertisements/Articles to:

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Tunkhannock, Pa 18657

OR:

E-Mail:

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

### Remember to send all address changes to the CVOA!

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Renew your membership before you miss any news!  
You can now renew online with your credit card or debit card via Paypal!  
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## Classified Ads

### Cosworth Vegas for Sale

75-0266

Black, black cloth, 94,000 miles. Positioning, swing-out windows, rear defroster, windshield antenna, rear speaker, after-market AM/FM Cassette radio, new decal kit. Good interior, glass, and chrome—poor body shop work which needs to be redone. Stored 10 years, can't get time to work on it. Needs a good home. Car is located near Marysville, Ohio. \$1000

Bill Lyon (937)666-3292  
after 6pm EST

75-2061

**Black, black vinyl, 76,000 miles, 4-sp, all original, fold out rear windows, Am/Fm 8 track, needs paint. Also included are four new tires. Best reasonable offer!**

**Rick Lockridge**  
3538 Decora Circle  
San Marcos, CA 92078  
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E-mail:

Slick\_Rick\_Lockridge@Yahoo.com

### Cosworth Vega Muscle Car Gold Frame Watch

Features: Quartz Movement, 1 ATM Water Resistant, Silver Oxide Battery, packaged in a white gift box. Specify mens or ladies please allow 10 days for production and shipping. \$29.95 plus \$6.00 shipping.



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Vega (140) Cyl. Head; Ported, larger stainless valves, P.C. seals, Crane valve springs & retainers, Crane cam F 240/470-8 Racing part # 120971, lifters, new cam bearings, cam seal, sprockets. All New—Ready to Race! \$900

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Dick Rogers

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For 1975 1976 Cosworth Vega  
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Plastic  
6" x 12"  
Printed with durable sublimation ink.

\$22.95 plus  
\$6.00 shipping

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## Classified Ads

### Parts Wanted

Looking for engine speed sensor  
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Al Inglin  
1013 Davisville Rd.  
Southampton, Pa 18996-3248  
(215) 355-2049  
E-mail: [ING1013@aol.com](mailto:ING1013@aol.com)

Wanted: 1975 Cosworth High Pressure  
Fuel Pump. Two clear plastic clips that  
fit onto shoulder belts to relieve ten-  
sion.

Bill Fink  
Chesterfield, Va  
(804) 790-0396  
E-mail: [billfink@Comcast.net](mailto:billfink@Comcast.net)

Looking for a Tail Light lens for '77 Vega  
hatchback (actually one lens for the tail  
light, brake, turn and back-up  
lights...colors are red, amber, and clear.)

Dick Rogers  
(951)360-8565

**Please note: If your ad is in  
bold print, it will be dropped  
from the next issue unless  
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To order your DVD of the  
*Performance Street*  
television episode that includes a  
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and an interview with our own  
Keith Meiswinkel and Jim Ruby  
at the 2007 Rhinebeck Car Show:

Send payment to:

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Or paypal to [erik@mhcable.com](mailto:erik@mhcable.com)

The price is \$12, which includes  
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CVOA-MAN-5 Duke Williams - Twin Cam Times Portfolio  
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Stapled Issues with an index. \$ 30.00

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Bulletins that have been published in the CVOA Magazine. They cover many  
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Molded fiberglass, prepunched mounting holes.  
Retainer clips not included. \$175.00  
Retainer clips are available from Art Treta.

**For This Part ONLY Contact Region 2  
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CVOA-PT-05 SEALS - Camshaft/Distributor drive  
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Water Pump purchase requires core to be returned.

CVOA-PT-10 Heater Box Rebuild Kit - Reproduction kit with  
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sive and some 3M Strip - Caulk from your local parts store. \$ 20.00

New Valve Shims - Limited Supply. These were VW shims milled to fit our  
Cosworth engines. Please use a micrometer on your old shims in order to  
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your old shim. The following are currently available for \$9.00 each  
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CVOA-PT-04-138 .138 thick	CVOA-PT-04-144 .144 thick
CVOA-PT-04-139 .139 thick	CVOA-PT-04-145 .145 thick
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**\*Items sold to Current Members Only\***

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**OR:**

Mail check or Money Order (Payable to CVOA) to:  
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Plainfield, IL 60544

**Prices include shipping to the lower 48 states only (no PO  
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Please allow four weeks for delivery.**

## CVOA Approved Vendors

**Vega Parts, New and Used, Repro Front Air Deflector**  
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469-9979 Monday-Saturday 1pm to 6pm PST

**Vega Engine Parts: New/Used/Racing parts, Engine Rebuilding**  
Sonny Rossi, San Antonio, TX (210) 688-3711

**CV Rebuilding / Repairs - Total or Partial**  
HME, Clarksville, TN (931) 648-1119

**Carpets - Molded Floor, Rear Cargo & Material**  
Auto Custom Carpets Inc. Anniston, AL 1-800-633-2358 (see note below)  
Make sure you get the right year, 76 carpet is longer than 75  
**\*NOTE\*** The CVOA has an account with ACC which gives club members a 37.75% discount. Barbie Dunn is the point of contact, her extension is 249.  
Her E-mail address is [bdunn@accmats.com](mailto:bdunn@accmats.com)  
The account number is 036784

**Reproduction Dash Bezel**  
HME, Clarksville, TN (931) 648-1119, Note: Two piece design

**Reproduction Labels**  
Jim Osborne Reproductions, Lawrenceville, GA (770) 962-7556  
Their catalog has a small Vega and Cosworth section  
Triple A Enterprises, P.O. Box 50522, Indianapolis, IN 46250

**Reproduction Window Price Stickers**  
[Http://www.window-sticker.com](http://www.window-sticker.com)

**Computer Repair**  
Bob Stallwitz, Pekin, IL (309) 353-2450 [Email: rstallwitz@grics.net](mailto:rstallwitz@grics.net)

**Superior Water Pump Exchange**  
2341 W. Cypress Phoenix Phoenix,  
AZ85009-2713  
(602) 252-7398 FAX (602) 252-7000  
[Email: autoh2o@aol.com](mailto:autoh2o@aol.com) Contact:  
Sharon Magruder

**Seat Upholstry- Material**  
Original Auto Interiors, St. Clair, MI (810) 727-2486  
SMS Auto Fabrics, Portland, OR (503) 234-1175

**High Pressure Fuel Pump Rebuilding**  
Fuel Injection Corporation, 1701 E. Edinger Ave. Building C, Unit C1, Santa Ana,  
CA 92705 (714) 835-4064 Contact is Don Burnhart, call for pricing. Money Order /  
Cashier's Check only (also rebuilds MAP sensors and Fuel injectors).

**Fuel Injector Cleaning and Testing**  
Superior Automotive, 2675 W Woodland Dr., Anaheim, CA 92801  
(Send them your injectors, they'll clean them, test them and return them with a re-  
port. \$100 set of four, includes shipping)  
(714) 835-4064 Contact is Joe Jill Sr.

**Seat Belts- Repair/Remanufacture**  
Ssnake-Oyl Products, Seat Belt Restoration and Sales Route 2  
Box 269-6, Hawkins, TX 75765 1-800-284-7777

**Remanufactured Vega Steering Boxes**  
Contact Earl at: Lares Corp. - Reman Steering Components  
13517 HWY 66 NE, Ham Lake, MN 55304 (612) 754-2853

**Weatherstrip for your Cosworth**  
Metro Molded Parts 1-800-878-2237

Item	Part #
Hatchback doors	LM 13
Wagon and sedan doors	LM 13-A
Hatchback Hatch, sold by the foot	LP 46-C (need 20 ft)

**Cosworth Vega Professional Wheel Refinishing**  
Wheel Medic  
600 Shoemaker Ave #4, Columbus, OH 43201 (614) 299-9866  
Contact Robert Boley

## CVOA Technical Advisors

Questions and advice, calls on your dime

**Karl Bell of Hutton Motor Engineering, TN**  
(931) 648-1119 8-3 CST, Tues-Fri only  
**\*Engine and EFI related issues**

**Bob Chin, Bloomington, IN**  
(812) 339-0838 4pm-9pm EST  
**\*Restoration and Mechanical**  
[BobC997615@aol.com](mailto:BobC997615@aol.com)

**Keith Meiswinkel, Wallkill, NY**  
(914) 895-3027  
7:30pm-9pm EST Every Day  
**\*15 years experience, Mechanicals, Parts, Availability, Res-  
toration and Detailing**  
[Cosworth@frontiernet.net](mailto:Cosworth@frontiernet.net)

**Tim Morgan, Houston, TX**  
(281) 589- 0449 9pm-10:30pm CST M-F  
**\*EFI, Webers, Engines, Performance Parts, Suspension, Body  
and Interior**  
[Twincams@aol.com](mailto:Twincams@aol.com)

**David Quarterman, Anmore, B.C.Canada**  
(604) 469-9979 1-6pm PST, Mon-Sat  
**\*Dave's Vega Village, All H-Body types, V6 & V8 Conver-sions,  
20 years of study**

**Mark A. Rock, Columbia Station, OH**  
(440) 236-9669 after 7 pm  
**\*Editor, Cosworth Vega Tips and Tricks Knowledge Base  
Volumes I, II, III**  
[markarock@gmail.com](mailto:markarock@gmail.com)

**Maurice Schecter, Williston Park, NY**  
(516) 294-4416 9-11pm EST M-F  
**\*Troubleshooting Fuel, Electrical and Drivetrains a  
Specialty. Working on Cosworths since 1979**  
[Mauricsch@cs.com](mailto:Mauricsch@cs.com)

**Duke Williams, Redondo Beach, CA**  
(310) 372-5527 6pm-10pm PST & weekends  
**\*Maintanence, Engine, 5 Speed Trans, Brakes, Fuel, Elec-trical  
System, General Technology and History**  
[Dukewilliams@netzero.net](mailto:Dukewilliams@netzero.net)

**Neil Williams, Bellflower, CA**  
(562) 920-7168 After 5PM PST  
**\*EFI, Webers, Engine Assy, Electronic analysis, 30+ Years per-  
formance OHC Experience. 16 Years CV port/polish, etc, etc**

## Upcoming Events

**Round Up 29** Detroit, Michigan June 27-June 29  
2008

If anyone knows of an upcoming event that would be of inter-  
est to our members, please contact the Editor to have it listed.



# THE SOURCE

by  
**Bob Slusarek**  
**Merchandise Director**

## Twin Cam Talk, cont.

it has turned out to be a lot more work than I anticipated, so it looks like my winter projects will be put on hold until I can find some part time help - hey anyone out there looking for a part time job.....in the Houston Texas area? I am also working on a total buyout of my partner, which is as much fun as getting a home mortgage, before the end of the year.

Well that's all now – so until next time –  
Happy Cosworthing!!!

Later

Tim

As 2007 winds down and everyone in the Northern climates prepares their cars for the long winter ahead, I would like to take this opportunity to wish you all a Happy Holiday season.

Your organization has some exciting things in the works for 2008, thanks to the hard work and dedication of a new member who has connections in the automotive manufacturing business. A big thank you goes out to Richie Bastardi, stay tuned for updates on what is coming down the pipe in '08.

In my last column, I mentioned that all the shippers have raised prices, yesterday I received another letter from UPS announcing yet another rate increase effective January 1, 2008 amounting to a minimum of 4.9% plus fixed increases for residential delivery. Of course we are all aware of increases in a first class stamp, but you may not be aware of the changes and increases in large envelope fees. This has effected all our USPS shipments for manuals as well as O-Rings etc. So, effective January 1, new prices will be published on the Web Site, as well as the new prices that will be indicated in the back of this newsletter. So if you want to beat the increase, order now!

Happy Holidays.

Bob



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## Message from the Editor

Hello All,

It is getting cold in my neck of the woods and the leaves are, once again, making themselves a nuisance. Soon I'll have to park trusty #3400 out in the back forty for the winter months ahead.

Kudos to Jerry and Barbara Smith for organizing an excellent event down in Florida. Unfortunately, I was unable to attend. While putting their Round Up Review article together, I definitely got a feeling that I missed something special. Great job!

Thanks to all the folks who contributed to this issue (there were many). I'd love thank everyone here but, as you can see, I can't; I'm out of room. That is a good thing! Keep sending in those cards, letters, and e-mails. Everyone has Cosworth stories to tell, we'd love to hear them.

I hope you enjoy this issue.

Health and Happiness to All during this Holiday Season.

*John*

# Cosworth Vega Magazine

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