

COSWORTH VEGA MAGAZINE

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DISTRIBUTION OF COSWORTH DASH NUMBER PLATES

by John Hinckley
GMAD-Lordstown Vega Launch Coordinator

The Cosworth dash number plates were supplied by an industrial jeweler in Syracuse, New York, who sent them directly to me; they were sent 60-100 per shipment, each one tissue-wrapped, sequentially packed in between cardboard dividers in a box.

Knowing full well that everyone in the plant would want one as a "souvenir", I kept them locked in my desk and parceled them out on a daily basis to my Trim Shop Coordinator, who delivered them directly to the Supervisor in whose group the instrument cluster was subassembled and installed. We had the plates designed with the threaded studs and nuts on purpose (as opposed to the usual barrel-nuts or adhesive backing) so they couldn't be removed without fully removing the cluster bezel. The supervisor gave the shift's supply of sequential plates to the assembler on the cluster subassembly line who installed them, and the assembler was supposed to install them in sequential order. This process was not guaranteed fool-proof, and surely some number of units were built with the order of the dash plates not exactly following the ascending order of VIN numbers, at least within one day's production volume (1600 cars, within which there would have been 16-20 Cosworths).

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CVOA Roundup 24 Report

by Clark A. Kirby

The twenty-fourth annual CVOA Roundup is history. Held at the beautiful South Austin Holiday Inn with quick access to Interstate 35, it was certainly easy to spot the hotel's marquee: "Welcome Cosworth Vega Owner's Association". But, when this writer wheeled his Cosworth into the parking lot, after the four hour solo trip in the rain, not one other Cosworth was to be seen. It was soon discovered that all three were in the back parking lot. So, after the traditional "car under the marquee" photo, it was off to the registration desk to get my room. Only a few other CVOA members had arrived that Thursday and they kept asking me where the Region XII hosts were. Fun was had, telling them that the Round up was *NEXT* weekend. It was good to see



someone from the CVOA "glory days". Shawn Parsons, former Region XII director in the early 90's, had arrived a day earlier, having driven straight through from his home in eastern Georgia, towing one of his two Cosworths. This writer had not seen him for at least ten years. Shawn had not originally planned to attend this year's Round up but had changed his plans at my urging, a few months ago. To catch up, Shawn invited me to have dinner with him and his two children, all born after we last greeted each other. Seeing them made me miss my children who were to arrive the next day.

When Friday arrived bright and humid, Cosworth owners began arriving in droves and the hotel lobby was soon filled with members. Dale and Lori Malin, the Round up hosts, came in like a West Texas whirlwind, had tables, chairs, boxes of stuff and a computer set up for registration in no time at all. This was an indication of the planning and preparation that Dale and Lori had done and this was proved by the way everything this weekend came off on schedule. Registration was a snap and the goodie bag

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Listed on page 19

EDITOR'S NOTES

BY MICHAEL RUPERT

Hello to all Vegans,

~ By the time this CV Mag is in your mailbox, all the *prepaid* Hood Pad Orders should be delivered. Please note the latest (3rd revision) to the install instructions. The 3rd revision is available on our web site and comes with the most recently shipped pads.

~ We have had lots of positive feedback on the Hood pads since you have been seeing them first hand. Things *do* get done in our small club, it just takes the right amount of time!

~ Three cheers for the great Northwest and CVOA Member Britt Guerlain. Britt has able to find manufacturer/time/cash to make battery trays. The 76 trays will be done first with 75 to follow. Pricing to be around \$75. Thanks Britt! I now have the incentive to freshen up my engine bay and get the ugly Chevette battery tray out of there! You may watch Yahoo or the CVOA web site for further info. Or email Britt at kiva5198@hotmail.com

~ Thanks goes to Region 7 (Ohio) for hosting a meet in August. It was good to see some Members and Cosworths since I missed the 2003 Round Up.

~ Chris Wheaton says the last weekend in June will be the time for CVOA Round Up 25. Yep, that's a silver anniversary for our club. Save your vacation slot for **June 25-27, 2004**.

~ When submitting photos for CV Mag please note the following:
1. Regardless of the media used, photo should be bright, clear and the subject well defined.

2. Actual paper photos preferred to digital ones, but I will do test prints to check for quality.
3. Do not use the "Matte" paper finish, the scans pick up the tiny grains. Use standard gloss.
4. Turn off the annoying date thing on your camera.

~ On further thought we have included the Hood Pad Instructions as an insert to generate even more interest and that you may get a better idea on the incredible "visual" improvement it will make to your car. (OK, you are right, we want to sell them. They take up lots of space!)

~ All CVOA positions are 100% VOLUNTEER! Also note, that depending on when you hit the 6-8 week cycle, checks for Membership and Merchandise *might* not be deposited quickly.

~ Don't care how you slice it, but this War on Terror is based in religion. Everything is quite complicated, but the bottom line is the *driving* factions of Islam want nothing more than all of us dead. Iraq longed to be free from the tyrant but was also a primary Muslim power in the Middle East and we needed to show the region that we fight back (with the right leadership). Common sense knows our presence there will more effectively keep the others in check. Thank God for an Administration that has the guts to stand up for the United States.



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TWIN CAM TALK

BY DALE MALIN

Twin Cam Talk
September 2003

Greetings fellow Cosworth enthusiasts,

This has been quite a summer for the Malin family. We cut up and disposed of the (RIP) rusting corpse of CV #3187 in May, helped co-host Roundup 24 in June, I spent almost 4 weeks traveling around the world in July, we packed up our remaining 4 Cosworths and a Vega along with a garage full of parts and moved across the country the first two weeks of August, and spent a week at the Bonneville Salt Flats in Utah the end of August.

The Roundup has come and gone. Overall I have to say it was a success and I believe everyone had a good time with the full plate of activities planned. I especially want to thank Lori for all of her support in getting ready and my Texas co-hosts for all that they did to make this successful; Tim & Sue Morgan, Dan Newman and Judy Abbs, Mark and Denise Blomquist, Clark and Patty Kirby, and Doug Wallingford. It would not have been the success it was without your help and support. We had a tremendous response for the Saturday morning Dyno runs with a dozen cars trying for top honors and the "King of the Hill" title. Next we were off to the auto cross site for a picnic lunch for 85 people whipped up by the Blomquist clan, lead by family patriarch Master Sergeant (retired) Donald Blomquist. After lunch 36 drivers took to the course for the auto cross. Sunday started out with a tour of one of the local caves, followed by the road rally where 8 teams produced some colorful answers to the Texas history questions, then the afternoon concours, and finally the traditional evening awards banquet. I really enjoyed co-hosting the Roundup this year, but I'm also looking forward to kicking back and enjoying next year as a participant! But, (and don't mention this to Lori), I learned some pointers for the next time the Malins may host a Roundup.

This year at the annual Director's meeting there were two items of notable impact:

1. The adoption of www.cosworthvega.com as the official web site of the Cosworth Vega Owners Association.
2. The funding of a project to document camshaft and head flow data in a meaningful manner that can be used by any of our members who are on a quest for, as Tim-the-Tool-Man-Taylor says, "More Power".

The new site has more space for photos and information, as well as plans for future enhancements to provide on-line membership registrations and purchase of club merchandise. Check it out if you haven't already done so. The cam and head data project should provide a wealth of

information to the entire membership when finished. The project is being spear headed by Mark Rock and is already making huge strides in mining information that a few of our members and several outside experts have as well as creating a catalog of data on specific cam shaft part numbers from both GM and the aftermarket that can be objectively compared. I have already increased my knowledge 10 fold just from the bits and pieces I've seen. I'm convinced it will be a significant resource to the organization for many years to come.

Once again, the Malin clan has moved across the country. This time we are returning to the beginning – almost. Our exodus started from a small town in Minnesota just west of the twin cities of Minneapolis and St. Paul in June of 1997. After touching down in Columbia Missouri, Phoenix Arizona, and Austin Texas we are now back to a small town just east of the twin cities of Minneapolis and St. Paul, Hudson Wisconsin. Yes, the Malins are now officially "Cheese Heads". And living back in the all too soon to be frozen North. I'm going to miss being able to drive 0711 every day as I have been doing the last 4 years. But the winter down time will also give me a chance to start doing some clean up and cosmetic work on her that has been sorely lacking the last 4 years. So maybe it won't be so bad. Heck, if I say it enough I may even start to believe it.

At Bonneville I watched fellow member Sonni Rossi make several runs in his G (2-liter) Gas Modified Roadster. This year was the first year Sonni ran with the Cosworth head and he ran the fastest he has to date in the car. He vows to be back at Bonneville again next year. Look elsewhere in this issue for more details on Sonni's car and speeds.

Last, we have a new director for Region 5, Florida. Welcome aboard Jerry Smith! By the time you read this Jerry will have already sent out his first newsletter to the region, the first of many I wager. Jerry brings a new enthusiasm to Region 5 along with some fresh ideas and I look forward to some more activity coming from the Florida peninsula during the upcoming years.

Until next time,
Happy Cosworthing,



The second shipment was lost in transit, but it was only a partial shipment of 20 plates, as the supplier was still ramping-up his process; we notified him of the loss, and he duplicated the lost plates and re-shipped to replace them, in time so we didn't miss any units. The lost shipment of 20 plates showed up about two weeks later, and I just put it in my desk, as we didn't want two cars built with the same number.

After the Cosworth Job #1 Media Day celebration, I opened the "lost shipment" box and handed 19 of the 20 plates out as "souvenirs" to all the hourly and salary folks who had contributed to the launch of the car as tokens of appreciation; I kept #0084, which I still have on my desk today!

MORE SHORT TAKES on the COSWORTH DASH PLAQUES

SIDEBAR ARTICLE TO JOHN HINCKLEY'S by Chris Wheaton

One thing that sounded strange is that for the most part, they seemed to do a Cosworth every 30 VIN's. If they did 1600 cars, I think that would be about 50 Cosworths a day.

For other info, it appears that something had happened to the 0400 batch of numbers. I would be interested in finding out what. It appears that they skipped them, I don't have the exact dash # where they stopped. I have the VIN for 0396 and 0403. Somewhere in there, I am guessing about 0400, they jumped to 0500 and didn't run the 0400 series of dashes until after 1199. I have a note that Paul Wicker had said somewhere that one or both of dash numbers 1207 and 1208 were pulled for some reason to be used on GM's public relation cars. I pretty much can confirm that 1208 was used for that since if you look back at several of the old magazine articles that were done in 1974, had pictures of a Cosworth that was #1208. This can be verified in the April '74 issue of *Car Craft* on page 44, in the April '74 issue of *Drag Racing* on page 21, and the August '74 issue of *Road & Track* on page 108. Those are the pages that the articles start and I have those issues. There may be more issues that have pictures of 1208 but my collection of magazines on Cosworths is not complete. I think that verifies at least 1208.

One of my thoughts is that they have said that they sold 3507 Cosworths. It appears the highest dash # was 3525. That leaves about 17 dash numbers missing. From what I have been told. 0001-0006 were originally not sold, (although they ended up selling 0005 and 0006 under special circumstances). If we assume that the 3507 was determined before the sales of those 2 and that dash #3524, 1207 and 1208 were not used, and that dash #2070 (the first '76 and a pilot car not sold), that would account for 10 of the 16 missing dashes. It doesn't appear that there were that many dash #'s missing. It would appear maybe 7 to 9 if the counts were right. It is obviously hard at this point to try and figure everything out since so much time has passed and so much info has been lost or forgotten. But, on the other hand, in some ways, we have more info now on VINs than ever before due to the records of the

CVOA over the years and now the increase of information transfer over the internet. There are definitely some inconsistencies that I have seen in the correlation between the VIN's and dash #'s but for the most part, they are surprisingly consistent. During most of the run, there is about a 30 VIN difference between Cosworths.

A FEW FACTS ABOUT THE COSWORTH TWIN CAM DASH PLAQUE by Bob Chin

Reprinted from CVOA Magazine, April 1987

* The Cosworth Twin Cam Vega numbered dash plaque was stamped from brass and plated with a thin layer of 14 carat gold. The plaques were manufactured by a firm that has been in the automotive nameplate business for over fifty years with the beginnings as a cloisonne radiator emblem supplier. Most recently they have manufactured the unique body identification used on the 5.7 liter GTA Trans Am Firebird by Pontiac.

* Although the first production line assembled 1975 Cosworth Vega carried dash plaque number 0001, the early 1974 development and press evaluation vehicles were known to have carried a variety of different dash numbers. Two black 1974 Cosworth Twin Cam Vegas that were used for public relations photography sessions carried dash plaque numbers 1207 and 1208. At least one of these plaques still exist in the hands of a Cosworth Twin Cam Project Engineer.

* The lowest dash plaque number affixed to a vehicle is number 0001, which is owned by the General Motors Company. The highest dash number affixed to a vehicle appears to be number 3525 although this vehicle has not been seen in a number of years. The highest known dash plaque number appears to be number 3561 which was given to one of the Cosworth Twin Cam engineers by a member of the Lordstown staff after production had ended. It is likely that additional plaques, some with even higher numbers, may exist in the collections of personnel associated with the design and production of the Cosworth Twin Cam Vega.

CHEVROLET COSWORTH VEGA STORY OF CV3523

by Steve Larson

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In 1988 I was called by a man that had a Cosworth-Vega for sale. He saw an ad for one of my cars and asked if I wanted to buy his. It was a 1974 Cosworth with a sunroof and some minor options. The dash number is 3523 he says. I'm thinking a pilot car or weird GM project. So I take a look at it.

The car looks like a 1976 Cosworth with a 5-speed, but it has 1974 VIN plate and title.

Motor is out of car but has just been rebuilt. Since the owner of the car is broke, the motor is waiting to be paid for at the machine shop. I figure no mater what, I got a car with an interesting history, so I push it on my trailer.

The quest was on! Go and get the VIN off the motor and check my VIN database for dash number. Slight problem, since the machine shop said they used two engines to make one good one.

The good block had the ear snapped off conveniently where the VIN would have been. The second block was missing the entire ear. Hard to get a VIN that way. The EFI parts had been cleaned so no stickers on that (even harder to get a VIN from EFI stickers). I pencil rubbed the stamped information from the cam carrier and figured I'd work on body and transmission.

The 5-speed was easy to look at since it was laying in the back seat. No VIN. As long as I'm in the car, what about the sunroof? The sunroof could have been factory, but most of it was missing. It was currently a hole with Plexiglas and duct tape. Drivers side door had no VIN or sunroof sticker. Even if it was the original door. It's not; door is black with another color under it. Next I tried to date code the car from window codes and hood emission sticker, but there were a few problems. The car had a fender and hatch from a non-Cosworth, so I couldn't trust what the

glass dates said. I found part of the EFI in the car that had a sticker, but which of the two motors was it from? The hood sticker was intact and looked to be a Cosworth hood.

I called on the big guns; those friends and members of the CVOA that had spent many an hour under, in, and around Cosworth Vegas. With

their help the search was on to find hidden VIN numbers on the body. No luck. I tore

apart headliner, seat backs, carpet, and door panels in hopes to find a build sheet or inspection sheet with the VIN. Nothing.

I believe it was a stolen car that used parts from a second Cosworth (the 2 motors proves that). EFI and hood sticker point to a car around dash 2500. Or maybe it was car 3523 with parts from the 25xx car. Not likely since the original car ID was removed so well.

History has told us that dash plaque 3524 was found on a new bezel which was bought over the counter. Possibly 3523 could have been the same, but it was well worn so it had been on a car for a long time. Either on this car or the real 3523. It is unknown if a factory car ever came with 3523 on it, but I am still searching for information.

Postscript:

I have talked to the owner of 3525 and it sounds like it may have been purchased on a replacement bezel. 3525 is currently on an earlier build car. This 'probably' means the dash number of the highest VIN car is not 3525 as currently assumed. I still need more info then maybe a story. There is still a chance that 3525 was the highest VIN, but later transferred to this other car. I need more info. Steve Larson 10/2003



that everyone received was full of neat stuff. This writer then regretted that he had not placed an order for a Round up 24 shirt, for they were beautiful. The oldest Cosworth at the Round up was set up, on display, in the front parking lot so that the new arrivals would see at least one Cosworth when they arrived. While this was being done, the hotel's courtesy bus driver asked that the car be moved to his bus space, next to the front door. The car was quickly moved and for the rest of the day, old #0078 got admiring glances. One lady, (obviously not a CVOA member) who came by, asked if this was a brand new car that Chevrolet was building. She was surprised when told that the car had been bought over twenty-eight years earlier. Since Brian Pecenco's roommate, Bob Chin, went off in the rental car to play a round of golf, this writer took Brian to lunch in order to catch up on all the news.

Renewing old friendships is what the Round ups are really about. . .

The cars are just the common thread, woven into the fabric called friendships.

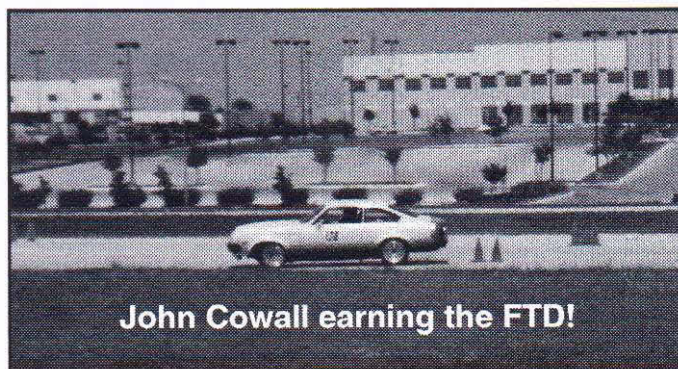
By early afternoon, my family had arrived. This was the first Round up that both my children had attended. In 1996 (Houston), then two year old Jennifer stayed with Patty's mother and T.J. was still three months away from being born. It was weird to see all the children who have grown up, while my children are so young. It reminded me of the time when John and Kathy Cowall drove down to my home in Arlington, Texas for the 4th Annual Round up in the summer heat of 1983. The three Cowall kids, with the baby in someone's lap, were crammed into the back seat, including the now grown-up John, Jr. This writer would take bets on how hard it would be for Johnny to just get into the back seat of a Cosworth, now, twenty years later! While my children love "Daddy's old car" they loved the swimming pool more. After dinner, the annual Director's Meeting was held. The Director's Meeting has, indeed, changed in the last ten years. Dale called the meeting to order and quickly went through the agenda of topics. It was good to see that the new website, the one that Mark Rock had spent so much time promoting, was finally adopted. It was also announced that Dale had a bunch of the brand-new CVOA project hood pads and would give them out, later, to those who had prepaid. This writer was determined to go home with his, installed. The meeting lasted until about 11:00 pm, letting out much earlier than some of those in the 80's.

A very nice breakfast buffet was served on Saturday morning and many of us had gotten up early in order to eat and then drive to the place for the optional dyno runs. This writer was the first to arrive at Colvin's Automotive and got filthy disconnecting the header "collector" from the crossover (exhaust) pipe, determined to see how much more horsepower this would garner. It was disappointing that it got me no more power but, reflecting upon what happened to the car later that day, perhaps it was not running as well as it was thought. John Cowall's race car proved to have the most rear wheel horsepower of the twelve tested that day, 150.3 hp. Quite a few had 130 hp: Fred Blomquist's (2.3 Liter), Cliff Braddock's, Tim Morgan's, and Doug

Wallingford's. It seemed that the truly stock engined cars were running about 95 rear wheel horsepower.

Lunch was a hamburger and hot dog cook-out under a huge awning, at the Tech Ridge Center autocross site, an abandoned (?) concrete airstrip, Region XII member, Mark (Fred) Blomquist and his dad, Donald, did all the cooking. There was an abundance of food and drink for the entire day, so they are to be commended for a great job.

Catastrophe struck during my first run when my engine died and would not refire. My car and I were, for the first time in my 28 year experience in autocrossing, pushed off the course. Thanks to Dave Elliott, Tom Lippert's tools, and Chris Wheaton, the problem was diagnosed - my engine was not getting any spark. Dave and Chris began to disassemble my distributor but without parts, nothing could be fixed. Luckily for me, Mark Rock had a spare distributor with him and it was with him at the autocross, not at the hotel. Please understand that if a Cosworth is going to break down, where would the absolute best place be for it to happen, besides right in front of Hutton Engineering? Yep, at the Roundup autocross, where at least ten guys could/would fix it AND have the necessary parts handy! That is exactly what happened. Dave Elliott, with Ken Rock assisting, installed the loaner distributor, tinkered with the timing, and the car fired right up. With my ears burning from Chris Wheaton's warning not to race it, this writer got to take his last three runs in quick succession but DNF'ed two of them. I was snake bit, it seemed, after stalling out during my first run, hours before. Only one good run before the event closed! Later, it was discovered that many people DNF'ed the course. It must have been more confusing than first thought, for 33% of the first runs were DNF and that was after they changed the course, after hearing John Cowall's expert advice, and threw out the first actual runs. It was most disappointing, however, when the course was dismantled before this writer got a chance to race his "other black car" (300 hp Northstar engine, Stabilitrac, Anti-Dive, ABS). Patty had driven her first autocross in it (she has never driven a stick shift Cosworth; is there any other kind?) but never really pushed the car. She competed in the three car "Ladies Rental Class", lumped in, unfortunately, with the "Ladies Modified" Class. As you might imagine, she did not trophy. Lori Malin beat the skirts off the other ladies and hot shoe rookie, Dee Blomquist, came in third, behind Linda Linenberger. John Cowall, continued his winning ways with the FTD (fastest time of the day) and trophied in the *Unlimited* Class with a best time of 29.561. No one else got to within three seconds of his best time.



John Cowall earning the FTD!

Photo: Brian Pecenco

Experienced racer and autocross event host, Doug Wallingford, managed a very respectable 32.689 and earned First Place in the *Competition Class*. Dale Malin, and his "What is it?" took top honors in the *Modified Class* (34.907) and Brian Wetrich, took the top honors in the *Stock Class* with an impressive 33.308. Interestingly, the top three cars/drivers in the *Stock Class* had better times than the top FOUR in the *Modified Class*. Hmm. What does THAT mean? Cliff Braddock, driving his Cosworth in the *Competition Class*, tried very hard to get a good time but either DNF'd or "got" one or two cones on three of his four runs. This writer watched him run a couple of times and would characterize his driving style as "enthusiastic". Fun to watch! As a thunderstorm approached from the west, we all left to go to the hotel.

On Saturday evening, since Meredith Persson was not attending this year to arrange the festivities, the Kirby's had arranged to meet old friends for dinner at a famous Austin restaurant. After dinner, we went over to the nearby Congress Ave. bridge, along with about two million other people, to see the nightly summertime bat flight. Now, that was something you don't get to do at many Round ups! Later that evening, while Patty and the little ones were in bed, old friend, Jeff Romeo and I made a trip to a nearby package store and bought beer and cigars for everyone who was still up and in the parking lot, "talking Cosworths". Some of us paid for this late night activity, the next day.

After the breakfast buffet we all caravanned to the Inner Space Caverns. This writer was somewhat disappointed that only a few Cosworths were lined up, much changed from previous Roundups where dozens of cars made up the line. This writer was partly to blame because after spending the last two days in that little hot black car, it was decided to "wimp out" and drive the family in air conditioned comfort, taking the Cadillac STS. The obligatory photo session took place in front of the caverns' main building and then we were off to tour it. While waiting in line for tickets (included in Roundup registration) someone asked why they call the caverns "Inner Space". It was explained that since we were not in "outer" space, we must be in "inner" space. The cavern tour was fine, but being a

connoisseur of caverns, and having seen this one many times before, was somewhat bored. This writer spent most of his time insuring that his two children obeyed the "do not touch" law so that I would not have to visit them, later, in prison. Fellow member, geologist, Fred Blomquist, told me, afterwards, that the docent had only about 75% of his facts straight. Most did not care, being too busy looking at all that underground beauty. Or, wondering when all the lights would go out, again. After the tour, my family headed, not for the road rally, but to the hotel for a nap. It was discovered, later, that we were not the only ones to do this, for only eight teams entered the rally. It was told that there was at least one scenic road on the rally route, that the directions were clear, and that most of the entrants received the answers to the questions from the Capitol-tour docents. This is an unconfirmed rumor, however, for this writer does not wish to cast aspersions. The masters of Roundup road rallies, Mark, Barb and Ken Rock, only missing one question from having a perfect score, took home the First Place trophy. The team of Steven and Marsha Bracewell took the very close 2nd place trophy, followed by the father/son team of Tom and Jake Lippert, just barely edging out the team of Gabe and Tammy Soto.

Following the rally, a sack lunch was provided. This humble writer would like to stop here and tell the reader that this Roundup's attendees were the best fed, best hydrated bunch ever. There was never a Round up that had more meals provided and always had such an abundance of iced down bottled water and soft drinks on hand for every event. Kudos! Thank goodness for the sack lunch because some were too busy cleaning and setting up their display for the Concours judging, to go eat. This writer's wife had to bring my lunch to me, outside, bless her. This writer, being somewhat of a "smarty-pants", set up the car with the infamous Hatch Hutch installed. It was set up with an air mattress, sleeping bag, fan, and boom box in the rear cargo area with a lantern and ice chest, nearby. It exhibited a camping theme and was called the "Duke Williams Special". For those not in on the "joke", it is common knowledge that Duke (who was NOT there to defend himself) has vociferously denounced Hatch Hatches on Cosworths. Many CVOA members find them weird and unique (no, not Duke, ...the Hatches), just perfect for these strange cars. Then, when this writer finished the final touches, looked over the parking lot to see another Cosworth so "dressed". Sue Morgan had set up her car the same way. It was akin to two women attending the same party with the same cocktail dress! As to the concours judging, if this writer were to make one criticism, it would be that this year's judges needed to be MORE critical. If some of the Cosworths that I saw last year, at Watkins Glen, had come down, nearly all of us would have been laid to waste. Let's all improve our cars for next year!

This writer is continuously indebted to the greatest club members of all time. During the concours judging, Dave Elliott, with Ken Rock assisting, replaced the bad pickup coil in my distributor, the one that had let me down at the previous day's autocross. Also, this writer was fortunate enough to have made friends with last year's Round up host, Art Treta, who installed the very first brand new

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Photo: Brian Pecenco

Round Up Attendees huddle for a group shot at the Inner Space Caverns. Discovered in 1963 while core-drilling it is still being explored today.

CVOA Project hood pad on my car. It looks great and Art made it look simple to the few who were standing around, watching the process. Mark Rock got his spare distributor back with the assurance, from me, that it "had been tested" and would work the next time he needed it, himself. Poor Mark, most do not know the trials he went through, getting to and from the Round up. Alas, Mark Rock, in addition to his other trophies, was awarded the "Bonehead Award". As Dale described it, it was simply due to the lack of proper maintenance on the car that he drove 3,165 miles, round trip (and received the "Farthest Driven Cosworth" plaque).

More of us should DRIVE our Cosworths to the Roundups, for the most bizarre Cosworth experiences will happen, which you will never forget.

The Awards Banquet was delightful. The food was excellent, the company was the best, and everyone (I believe) went home with something. Even the kids. There seemed to be a hundred door prizes, including a gift certificate that Meredith and Danny Chieppa had sent in their stead. This was given to the guest speaker as a token of our appreciation. The speaker extolled the virtues of turbo-charging a Cosworth Vega. Just exactly what the "wives" had been wanting to hear, no doubt. When asked, he confirmed that the car in the slide show would be at the next Round up.

Our beloved fellow CVOA members, Lou and Harriett Marr, were the recipients of the prestigious Robert A. Maloy Memorial Award, "in absentia". It has been two years since we have seen Harriett and one year since we have seen Lou at a Round up. Many prayers go out to both of them, with the hope to see them at the next Round up, in Anaheim, CA.

Everyone said their sad good-byes and left for bed at midnight. The next morning, many of us shared breakfast before heading back to the reality of home and jobs. . . and modern, comfortable, dependable cars. Now, the only problem is, my kids are asking me when we are going to do this again? Ah, the "thread" . . . the "fabric".

COOL AND UNUSUAL "VEGA STUFF" SEEN ON eBay

Photo 1 shows a NOS pair of 75 GT/Cosworth Headlamp Bezels. A tough find and a fair price at \$83.00.

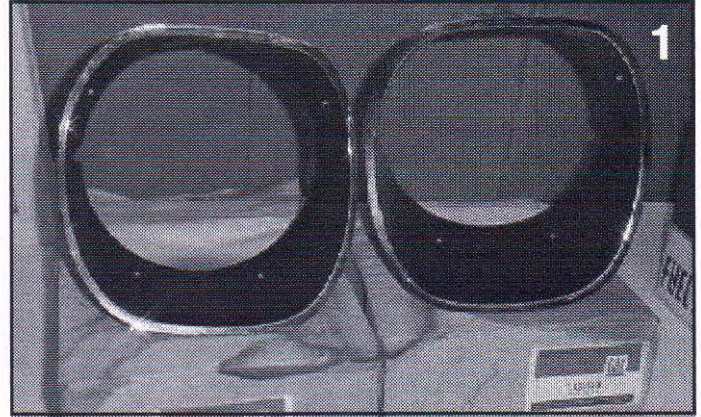
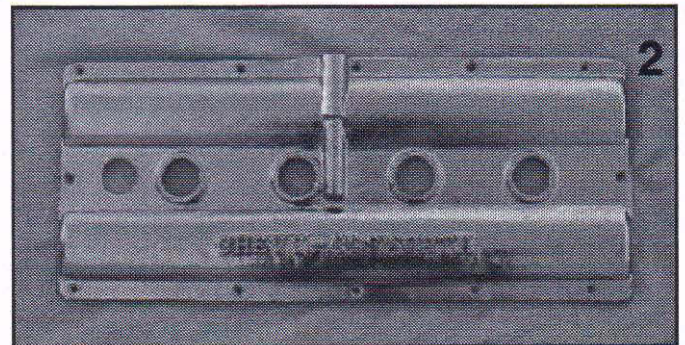


Photo 2 is a Cosworth of England cam cover. These were made for the Formula II engines when COE was working on the Vega engine. I think 160.00 would be a good price, but this one went for 132.49



I did have a bunch of others but had photo transfer problems. So, I will just write about them because some of the going prices were nuts. You would think impossible. . .

1. Pair of NOS radiator hoses, very nice - but \$200.00?
2. 1975 Cosworth Service Manual Supplement, see if you can make sense of this- one went for \$127.50 and in the same month another sold at \$15.50.
3. Last crazy price was an NOS Fuel filter at \$158.39.

On the side of reason, we have. . .

1. NOS Cosworth horn emblem sold at \$28.77. There was a period when a handful or so of these were up for auction. Most went in the thirty dollar range.
2. 1975 Owners Manual, (that's the hard year to find) going at a little high price of \$66.00.
3. The " In tank" Vega fuel pump, NOS, selling near \$33.00 I would be uneasy on using something like a fuel pump that was sitting for 25 years, maybe someone out there would know if it should still be fine and last a normal life. Let me know.

-Mike Rupert

CVOA Round Up 24

Capital Of Texas Road Rally

June 29, 2003

Place	Score	Mileage	Team
1st	27	46.40	Mark, Barb, & Ken Rock
2nd	26	54.80	Seven & Marsha Bracewell
3rd	24	44.52	Tom & Jake Lippert
	24	47.00	Tammy & Gabe Soto
	22	46.50	Cliff Braddock, Johnny Keech
	19	46.50	Kathy, John F, John J, & Bill Cowall
	10	73.50	Dick Bradach & Harley Kempf
	6	1.00	Brian, Mary, Loni, & Britteny Wetrich
	28	44.60	Official Answers

The trials of Mark and Barb Rock driving CV#3387 to the Round Up.

by Mark Rock

Yahoo Message Board Post 11242

Clark and Everyone:

Just to let you know that, 3185 indicated miles later, #3387 is back in the garage in Columbia Station, OH. We arrived about 11:00 PM last night (7/1/03). As was the trip to Austin, and in and about Austin, the trip home was not uneventful.

To recap for those not there:

Thursday morning, in my daughter's driveway, Columbus, OH: Alternator fell apart as I tried to start the car, the bolts holding the case halves together having vibrated loose (two were found in the K member brace). In falling apart, the alternator shorted out and melted one of the two fusible links at the starter. This necessitated removing the entire intake system. Six hours later I completed the repairs and we were on our way.

Thursday late afternoon: Driving through the rain for 3.5 hours gave me a major shower--the Skytrends sunroof leaked a huge amount of water onto my head.

Thursday later afternoon around Memphis: Despite nearly two quarts of Redline MTL in the 5-speed, for the first time ever the tranny stuck in 5th gear. I managed to get it out of gear, but it stuck again and again on Thursday and Friday. I found that I had to load the trans with the engine and clutch while pushing hard on the shifter handle to get it out of 5th gear!

Saturday morning in Austin: Despite a brilliant green eye staring me in the face, the battery was dead.

Saturday morning in Austin: Dynoed only 95 RWHP.

Saturday afternoon: Brian Wetrich beat both Ken and me in the autocross.

Saturday night in Dale Malin's driveway: Ken, Roy Linenberger and I replaced the transmission with the unit Roy had rebuilt for me and was delivering at the Round up. Just to be on the safe side, we installed a new NAPA throwout bearing. When we started the car, the new bearing screeched like a banshee!

Monday afternoon, heading home: At about 85 the Skytrends sunroof fairing broke somehow from the force of the air getting under the front lip. It flapped violently up and down in the wind, forcing us to slow down dramatically till we could stop and get some duct tape.

Monday evening, all day Tuesday: Don't let anybody tell you all duct tape is created equal. We needed some 200mph tape, would have settled for 85mph tape, but could only find some el cheapo stuff at two gas stations. We had to stop and reapply new tape every few hundred miles.

Tuesday morning: Another three hours of rain. Another wet head.

Tuesday late afternoon, five miles from dinner in Columbus: The Walker catalytic converter broke, at the inlet weld, dropping the cat onto the pavement of the Interstate. We ground to a halt by the side of the road. I needed my mig welder, but hadn't brought it with me.

Tuesday night: We drove home with an essentially open exhaust.

Wednesday morning: I checked Duke's 90-plus point maintenance schedule. I couldn't find anything about tightening the alternator case bolts, or about checking for sunroof leaks, or about preventing 5-speeds from sticking in fifth, or about checking Delco batteries with brilliant green eyes, or about checking new throwout bearings to make sure they are not defective, or about ensuring that wind does not get under sunroof fairings, or about examining catalytic converters for evidence that they are preparing to break at their welds. Guess I missed something. What a bone head! <grin>

Kudos to Malin and crew for a wonderful Round up.



Dale Malin presenting Mark Rock with the Bonehead token, and to remember this was before the trip home!
 With our cars pushing thirty years you have to wonder how long we can continue to "trust and make on the fly repairs"?
 Knowing Mark, that concern will never come as he has been through them all! Hmmm, is it possible to have a MIG welder that plugs into the cigarette lighter?

CVOA 2003 Director's Meeting Minutes
Roundup 24, Austin, Texas
July 27, 2003

Members Present:

Dale Malin, President
Chris Wheaton, Merchandise/ VP
Art Treta, Region 2 Director
Dan McNally, Region 3 Director
Brian Wetrich, Region 7 Director
John Cowall, Region 8 Director
Roy Linenberger, Region 11 Co-Director
Dan Newman, Region 12 Director

Members Absent:

Mike Rupert, Membership V/P and Treasurer, Proxy submitted
Bill Addison, Region 5 Director
Brad Stone, Region 11 Co-Director, Proxy submitted
Phil Rust, Region 10 Director
Jim Rigg, Region 14 Director, Proxy submitted
Bruce Jahnke, Region 17 Director, Proxy submitted

Meeting called to order at 7:15PM by Malin

* Review of Financial report by Malin. Key points are:

o Transfer of the stripe fund to help fund the hood pad program. Cost of first run was \$105.69 ea. before shipping to the customers.

o New computer (Sony RX755) purchased to hold membership records. Old system's (IBM 286) hard drive was failing and inconsistently booting up. Mike has also been transferring records to the Web Crew for incorporation into the internet database.

o Motion to approve report as submitted (Treta) seconded (McNally) carried unanimous.

* Review of Merchandise reports by Wheaton. Hood pad inventory not included due to late receipt of pads from supplier. Note it represents 11 month report due to early

date of Roundup and director's meeting.

o Question made by member on the proper firewall grommet on speedometer cables.

o Action Item: Chris Wheaton to investigate grommet and report on findings.

o Chris commented on the gasket sets. Currently have Victor (0.045") and Felpro (0.060") head gaskets available. Recommend using Victor on un-altered engines and Felpro on engines that have had block or head shaved.

o Motion to approve report as submitted (McNally) seconded (Newman) carried unanimous.

* Review of Membership Report by Malin.

o Membership decrease by 0.32%, with a high number of recent expirations, some which will renew and is not abnormal based on past years.

o Information via web site and Yahoo better than ever. To get people interested it is up to our members to show their cars and let people know about them and the CVOA.

o Suggestion by a member to make available an information page that members can print and place on their cars when showing. Chris Wheaton agreed to assemble a technical flyer.

o Motion to approve report as submitted (Newman) seconded (Wetrich) carried unanimous.

*Election of CVOA officers. The current officers have consented to serve for another year in their current positions:

Malin – President

Rupert – Membership V/P

Wheaton – Merchandise V/P

No other nominations were made or received

o Motion to re-elect current Executive committee (Newman) seconded (McNally) carried unanimous.

Old Business

* Motion to adopt

www.cosworthvega.com as the official website of the CVOA with Mark Rock, Gerry Cross, and Jerry Smith acting as Webmasters.

o Mark Rock speaks out in favor of the motion, noting improved features, added graphics and photo's, and the vision of eventually handling on-line membership renewals and merchandise sales.

Malin offers counter points, including potential costs if the current web crew stops donating server space and the ongoing costs of operation being higher than the current web site.

o Motion carried unanimous.

* **The following motions were made and voted on relative to the content and accessibility of certain information on the web site:**

1. Make the National Magazine available on the web site. Motion carried with 11 for, 1 against.

2. Make Regional Newsletters available on the web site. Motion carried with 11 for, 1 against.

3. Grant non-members access to the CVOA By-Laws on the web site. Motion carried unanimous.

4. Grant non-members access to the CVOA Concours rules. Motion carried unanimous.

5. Grant non-members access to the CVOA Competition rules. Motion carried unanimous.

6. Grant non-members access to the addresses and phone numbers of the CVOA President. Motion failed unanimously.

7. Grant non-members access to addresses, phone numbers, and e-mail addresses of Directors, Tech Advisors, and other executives. Motion failed unanimous.

8. Grant non-members access to back issues of the CVOA Magazine on the web site. Motion failed unanimous.

9. Grant non-members access to Regional Newsletters on the web site. Motion failed with 1 for, 11 against.

10. Grant non-members access to How-To Tips on web site. Motion carried with 10 for, 2 against.

11. Grant non-members access to Tech Topics on the web site. Motion carried with 8 for, 4 against.

12. Grant non-members access to Tech Tips on web site. Motion carried with 9 for, 3 against.

13. Grant non-members access to "Ask a Question" on web site. Motion failed with 4 for, 8 against.

14. Grant non-members access to view CVOA Merchandise on web site. Motion carried unanimous.

15. Grant non-members access to Member's Merchandise and Vendor's Listings on web site. Motion carried with 11 for, 1 against.

16. Grant non-members access to "Parts For Sale" on web site. Motion carried with 11 for, 1 against.

17. Grant non-members access to "Cars For Sale" on web site. Motion carried with 11 for, 1 against.

18. Grant non-members access to "Parts Wanted" on web site. Motion carried unanimous.

19. Grant non-members access to Forum Page on web site. Motion carried unanimous.

20. Grant non-members access to Chat Room Page on web site. Motion carried with 11 for, 1 against.

* Motion to assess membership dues to Tech Advisors. Motion failed with 2 for, 10 against.

* Motion to provide up to \$1000 for measuring up to 22 different cam shafts and flow testing up to 4 different head configurations.

Mark Rock spoke in favor of the project, citing several recent instances of club members building modified cars and the need for this type of information to apply modern cam grinding technology to optimize performance of the Cosworth Vega for those members desiring to. Malin offered counterpoints that the club should not be funding the efforts of a small group of people who seek to modify their cars. The club should be focusing on restoration projects to help maintain and increase the value of the remaining cars. Motion carried with 8 for, 2 against, 2 abstaining.

New Business

* Mark Schwartz suggested that past issues of the Cosworth Vega Magazine be placed on CD and made available to the members, either free or for a fee. Once the magazines are available on the web page this would be relatively easy to accomplish.

* Clark Kirby asked if the club had any plans for new parts projects and recommends dash bezels. Tim Morgan, Chris Wheaton, and Mark Schwartz all have ideas on how to accomplish.

* Malin reviewed future Roundup plans

2004 – Fullerton (LA Area), California (Chris Wheaton) June 25-27, 2004

2005 – Milwaukee, Wisconsin

(Bruce Jahnke)

2006 – Canton, Ohio

(Brian Wetrich)

* Motion to adjourn (Malin) seconded (McNally) carried unanimous.

Respectfully submitted,
John Cowall

Round Up 24, Financial Statement		
Adult (16 & up)	60	\$ 5,700.00
Child (11-15)	7	\$ 455.00
Child (6-10)	7	\$ 315.00
Child (0-5)	3	\$ -
CVOA Grant 2003		\$ 500.00
Polo, S-XL	19	\$ 380.00
Polo, XXL-XXXL	10	\$ 225.00
T-Shirt, S-XL	48	\$ 576.00
T-Shirt, XXL-XXXL	3	\$ 43.50
T-Shirt, Child	7	\$ 84.00
Total Income		\$ 8,278.50
Fri Directors Mtg		
Room Rental		\$ 376.78
Equipment Rental		\$ 20.83
Snacks		\$ 70.15
Breakfast, Sat		
Tex-Mex Breakfast		\$ 1,155.49
Sat Room Rental		\$ -
Breakfast, Sun		
All American Breakfast		\$ 743.68
Sun Room Rental		\$ -
Lunch, Sat		\$ 304.24
Lunch, Sun		\$ 609.28
Concours bev. & ice		\$ 44.40
AX beverages and ice		\$ 60.00
Banquet		\$ 1,843.72
Sun Ballroom Rental		\$ -
Sun AV Rental		\$ 97.42
Cash Bar		\$ 50.00
Inner Space Caverns		\$ 453.60
Guest Speaker		\$ -
AX Site Rental		\$ -
AX Insurance		\$ 300.00
AX Porta-Potty		\$ 100.00
Award plaques		\$ 893.23
Shirts		\$ 1,116.71
Misc. supplies		\$ 113.89
Event Total		\$ 8,353.42
Net Profit (Loss)		(74.92)

Lone Star Autocross Results, Roundup 24

Best time only listed

Stock

- 33.308 Brian Wetrich
- 34.030 Ken Rock
- 34.551 Mark Rock
- 38.021 Art Treta
- 42.104 Steven Bracewell
- 42.810 Clark Kirby
- 50.588 Dan Isaacs

Modified

- 34.907 Dale Malin
- 35.261 Charlie Malin
- 36.569 Roy Linenberger
- 36.719 Tim Morgan
- 37.170 Mark Blomquist
- 37.999 Tom Lippert
- 43.979 Jake Lippert
- 57.560 David Barnes

Competition

- 32.689 Doug Wallingford
- 34.572 Shawn Parsons
- 36.728 Cliff Braddock

Unlimited

- 29.561 John F. Cowall FTD
- 33.267 John J. Cowall
- DNF Bill Cowall

Ladies

- 36.709 Lori Malin
- 37.296 Linda Linenberger
- 39.156 Dee Blomquist
- 39.681 Ashley Morgan
- 39.852 Charlene Malin
- 44.999 June Eroskey
- 46.186 Patty Kirby
- 47.761 Tammie Soto

Open Non-Cosworth

- 35.519 Chris Wheaton
- 36.168 Gabe Soto
- 38.117 Jeff Romeo
- 40.276 Cliff Eroskey
- 61.562 Dick Bradach

BOLD denotes Trophy



Photo: Brian Pecenco

Ladies of CVOA getting ready to Autocross. L to R, Linda Linenberger, Charlene and Lori Malin.

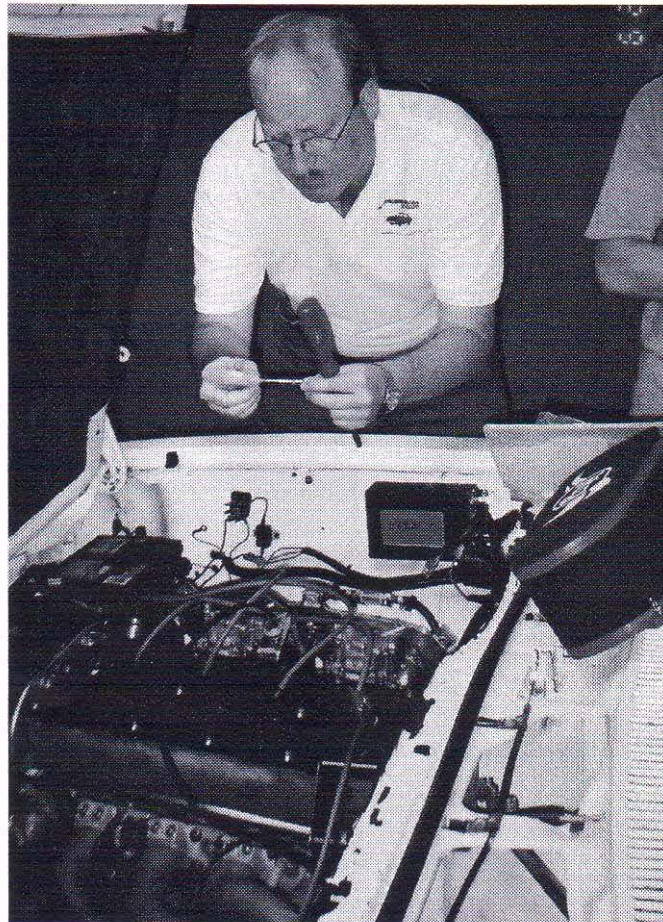


Photo: Brian Pecenco

Tim Morgan at the Dynamometer Shop movin' jets around on CV#3275. Yes, Tim I believe *that* is the right choice. . .



Photo: Jerry Smith

Under the shade for the Autocross and some Lunch. Are you in there?

Concours Results, Roundup 24

Note: Scoring in Custom and Unlimited is relative

Unrestored

- 396 Sue Morgan #3466
- 385 Dan Newman #3089
- 382 Brian Wetrich #1620
- 376 Mark Rock #3387
- 369 Dan Isaacs #2909
- N/J Dale Malin #0123

Unrestored - Modified

No entries in this class

Restored

- 393 Steve Mayefske #1951
- 381 Clark Kirby #0078
- 376 Shawn Parsons #2100
- 339 Steven Bracewell #0716

Restored - Modified

- 336.5 Tim Morgan #3275
- 283 David Barnes #1203
- 256 Roy Linenberger #2393
- 250 Fred Blomquist #1959

Custom

- 328 John F. Cowall #3136 Race CV
- N/J Cliff Braddock #3517

Unlimited

- 364 Dick Bradach, 72 Vega SW
- 302 Tom Lippert, Astre - Cosworth
- N/J Dale Malin #0711 Battery Powered



CV#0078 set up for Concours. L to R, Clark Kirby, Chris Wheaton and Roy Linenberger



Dale Malin's CV#0123 with two original Bendix Electronic Fuel Injection Analyzers quietly sitting in the back, very cool. . .

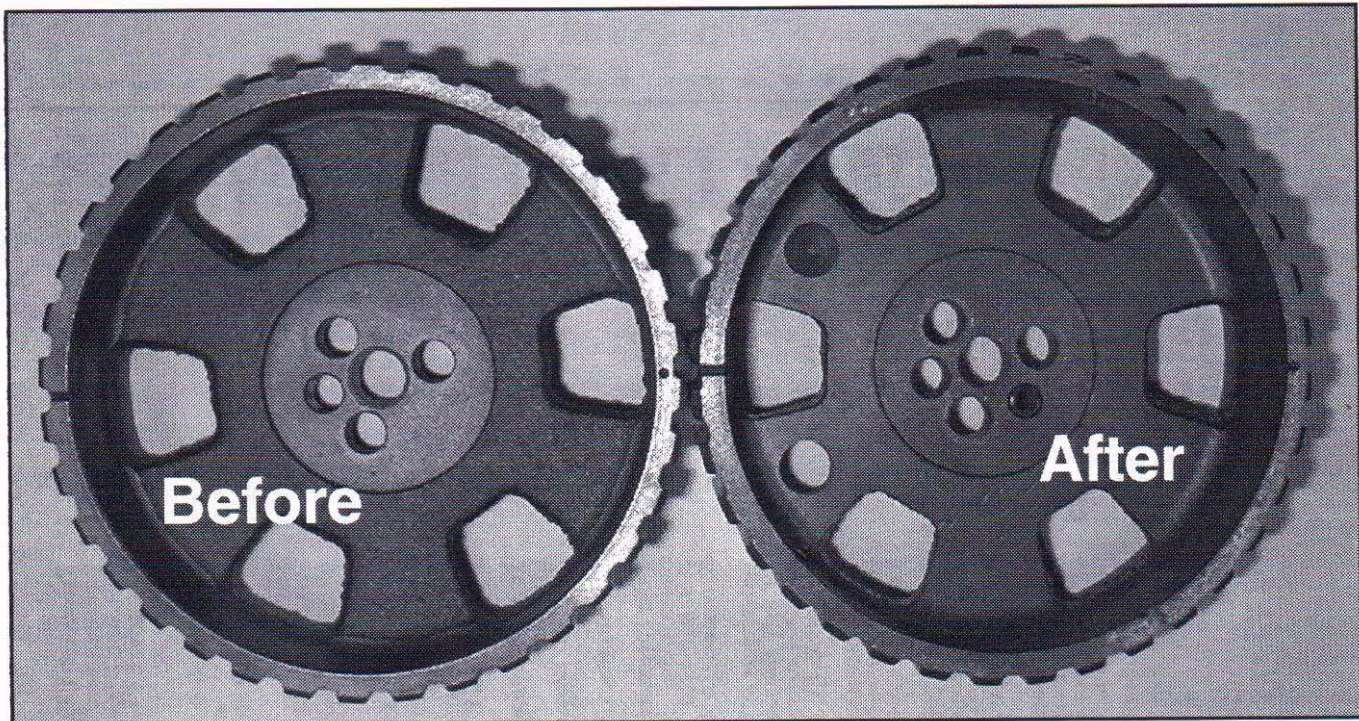


Another nice display from Tim & Sue Morgan, collection of original literature in CV#3466



This would be a great color shot. Mahogany and orange Cosworths. Both are absolutely beautiful.

**PLEASE NOTE: Cam Sprockets on this page are NOT part of CVOA Merchandise.
Do not combine orders for CVOA and other parties.**



Re-Indexed Camshaft Sprockets

Want more torque, more horsepower, lower and smoother idle, higher vacuum, lower underhood temperatures, better throttle response and greater fuel economy while remaining emissions legal? Get a set of camshaft sprockets precision machined to Duke Williams' thoroughly researched specifications by Roy Linenberger. Only \$100 + \$10 S&H, exchange.

Contact: Mark Rock at markrock@compuserve.com or (440) 236-9669.

Or send cashiers checks or money orders to:
Mark A. Rock
25480 Nichols Road
Columbia Station, OH 44028-9525
Please include your telephone number and e-mail address with your payment.
Send (www.paypal.com) payments to the account:
markrock@compuserve.com

Send your cleaned sprockets to:
Roy Linenberger
3434 So. Paw Paw Rd.
Paw Paw, IL 61353
Enclose a note indicating to Roy whether you want to receive your sprockets back or will accept a set from our sprocket inventory.

Don't forget to enclose your ship-to address.

Acceptable cores --Rust free, Pit free, Grease free, Otherwise undamaged. A \$25 cleaning fee will be added if cores are not clean and rust free.

If you prefer your sprockets back, we can accommodate you. Your sprockets will be marked for identification and kept until the next batch of sprockets is machined. The time frame for machining your sprockets will vary: the completion date will depend upon how quickly additional orders come in. Machining is done in batches to minimize the impact of set-up time. There is no additional charge to have your own sprockets machined and returned.

Outright purchase also available, email or call for details.

Specifications:

The Intake cam is retarded 8 crank (4 cam) degrees.
The Exhaust cam is advanced 8 crank (4 cam) degrees.

This is accomplished in the following manner:
A new alignment/index/rollpin hole is drilled 116 or 124 degrees away from its current location, depending upon the sprocket.

In addition, the three boltholes are slotted a tad more (4.5 degrees) to insure that the bolts will engage the threads in the cam.

Finally, new perimeter timing marks are added--two dots and a wider dash--to facilitate installation.

Dateline August 2003:
Bonneville Salt Flats, Wendover, Utah
 Photos & story: Dale Malin

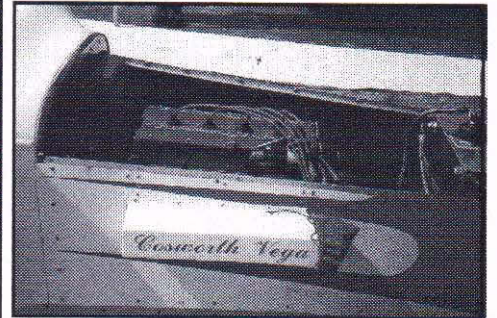
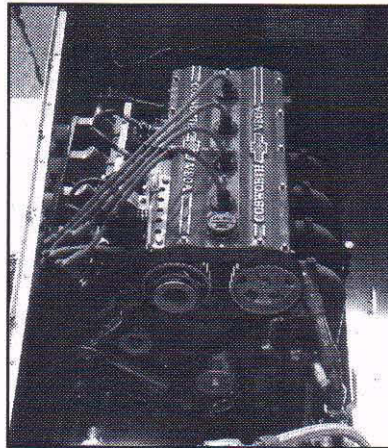
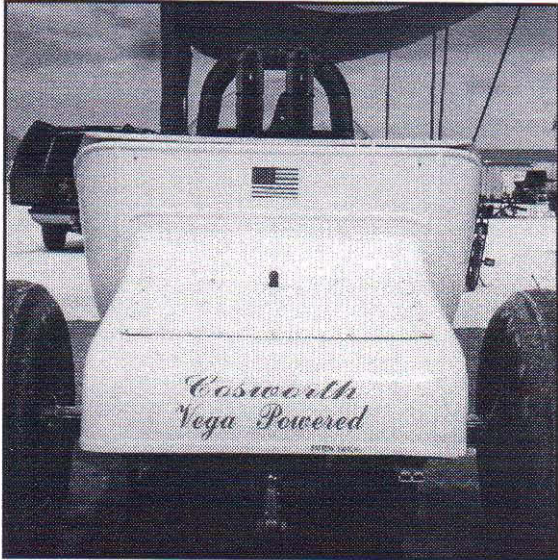
2003 was a good year for CVOA Region 12 members Sonny and Dixie Rossi. They have been campaigning a fiberglass bodied and hand crafted modified Ford Model T roadster since 1999. Previous years the car was powered by a de-stroked single cam Vega motor and ran as fast as 132 mph in 1999 against a then 136mph class record. For this year the record had been bumped to 145mph so Sonny built a Cosworth Twin Cam motor for the Bonneville racer and was able to up his top speed to 134.056 mph. Not much of a gain for the mighty Cosworth motor you say? Well he ran that 134.056 mph with a bent exhaust valve! Not bad for 3 cylinders. Sonny vows to be back next year with more power and more speed. A Cosworth must own this record!

Sonny is running Crower rods, pistons, and cams. Spark is by MSD, and fuel injection by Hilborn on a Rossi-built custom intake.



Above: Track official and Dixie talking with Sonny.

Below: Sonny and a hearty thumbs up!

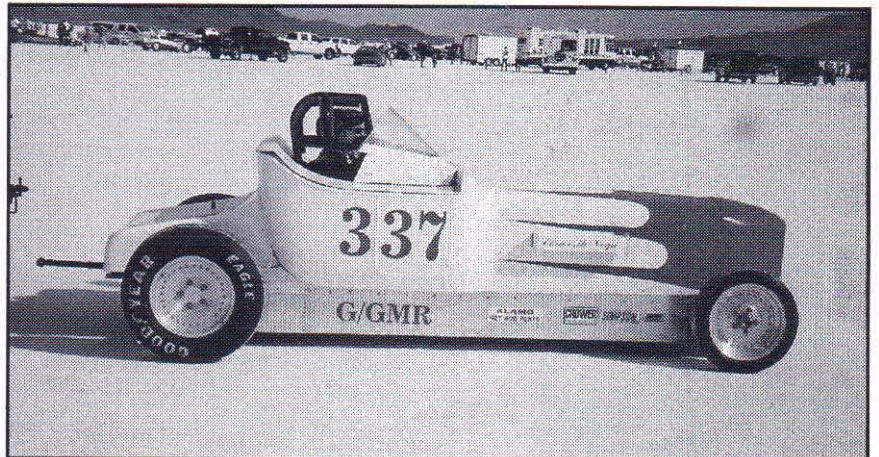
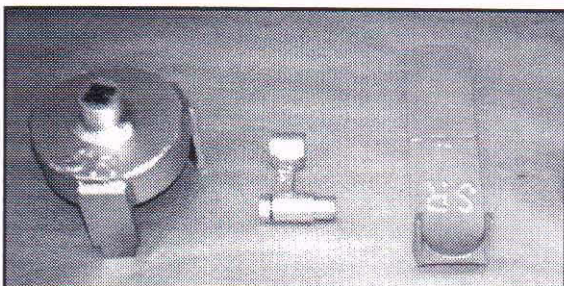


Available from Sonny Rossi's Back Yard Shop!

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



CVOA Merchandise, PRINTED ITEMS AND OTHER STUFF

Cosworth Vega Shop Manual - Supplement to the 1974 Vega Shop Manual. Helm Inc. has made this available in reproduction (copy form). Check their web site at : www.helminc.com NO LONGER AVAILABLE FROM CVOA.

Fuel Injection Diagnostic Manual - Comb bound photocopy of manual written by Phil Good, one of the Bendix Engineers who developed the Cosworth Vega EFI. **\$15.00 each.**

Duke Williams - Twin Cam Times Portfolio - Complete set of Duke's work on the Cosworth while Director for Region 16. Stapled issues with an index. **\$30.00 per set**

Tech Bulletin Set - CVOA Technical Bulletins have been published in the magazine. They cover many important topics. Last update 12-94. Spiral bound copies **\$20.00**

Five-speed Service Manual - From Borg-Warner, 12 pages. Spiral bound. **\$7.00**

Cosworth Vega Magazine Back Issues - All back issues of the Cosworth Vega Magazine are available. Some issues are only available as photocopies. **\$120.00 per set, \$4.00 for individual issues.**

Phone Directory - Complete listing of the latest roster of CVOA members. Great to have when you are traveling in your Cosworth on long road trips. **\$2.00 each.** LAST UPDATE 12/2002

New Key Rings - "Spanish Gold" Alloy casting of horn emblem, enameled blue/black logo. Large diameter 1.75in. **\$8.00 each.**

Kan Coolers - Foam thing to keep a can cool. Yellow w/ 20th Anniversary logo **\$3.00 each**

Window Decal - New design, static cling type, to affix to inside of window. **\$2.00 each**

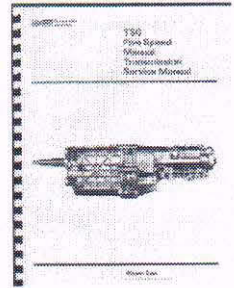
Cosworth Vega Owners Association Concours & Autocross Rules - free to current members.

Cosworth Vega Factory Assembly Manuals:

1975 or 1976- looseleaf copies, will need a binder to put in. **\$35.00 each**

Engine Assembly **\$10.00 each**

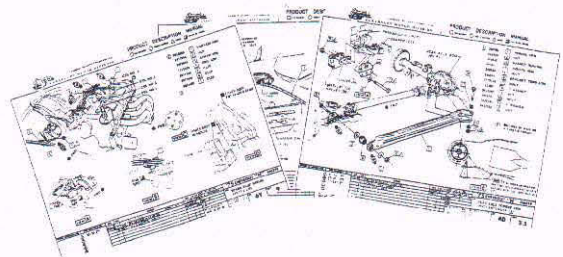
Jacket Patch #1 - The club patch . . . new design. 3" Round. **\$3.00 each**



Send your request, along with check or money order
(Made payable to CVOA, Inc.) to:

CVOA Merchandise/Chris Wheaton
2009 Raymer Ave
Fullerton, CA 92833

Please allow four weeks
for delivery



The "parts" currently available from CVOA Merchandise

Sold to current members only

GASKETS:

- Upper end gasket set - \$30.00, includes cam cover, cam carrier, intake and exhaust
- Head gasket - PLEASE SPECIFY (FELPRO .060 thick) or (VICTOR .045 thick) with instructions for making the oil restrictor. \$20.00
- Lower end set - \$27.50 includes oil pan set, oil pump set, rear main set, w/pump gasket

SEALS:

- Camshaft/Distributor drive seals \$20.00 (set of three) \$7.50 (each)
- Distributor housing to head "o" rings \$3.00

TIMING BELTS:

- Camshaft drive belt \$55.00
- Distributor drive belt \$10.00

WATERPUMPS: SEND CORE WITH ORDER!

- Remanufactured Waterpumps, w/ superior front bearing \$65.00

Heater Box Rebuild Kit - Reproduction kit with seals. You will also need to get a small tube of 3M Super Weatherstrip Adhesive and some 3M Strip-Calk from your local parts store. \$20.00 per kit

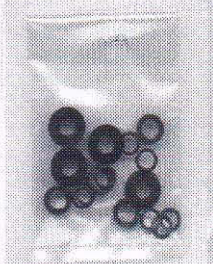
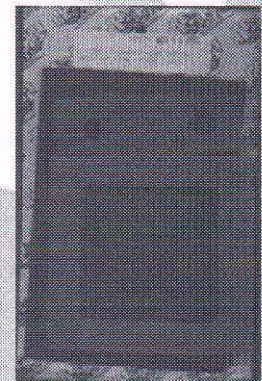
GM RC-36 Radiator Caps - Genuine GM replacement. Type slightly different from original. \$7.50

3M "27" Tape - The special white insulating tape used on the left engine wiring harness, enough to do one car, 75 or 76. Limited supply \$10.00 per 7ft roll

Fuel Injector "O" Ring Kit - Kit includes (4) fuel rail grommets, (4) injector manifold seals, (8) injector to rail seals and instructions. \$8.00 per kit

Reproduction Speedo Cable - As original, with insulation and grommet. \$60.00 LIMITED SUPPLY

Reproduction Complete Stripe Kits - Excellent quality done on computer controlled equipment. Lettering is gold with die-cut black background as found on 95% of the cars. \$170.00 per set

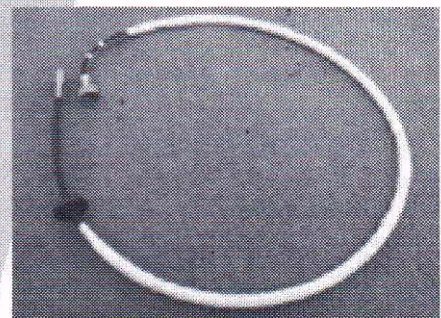


ITEMS SOLD TO CURRENT MEMBERS ONLY

MAIL CHECK OR MONEY ORDER, (PAYABLE CVOA INC) TO:

**CVOA MERCHANDISE / Chris Wheaton
2009 Raymer Ave
Fullerton, CA 92833**

**PRICES INCLUDE SHIPPING, NO P.O. BOXES
ALLOW FOUR WEEKS FOR DELIVERY**



Limited supply of New Valve Shims for Cosworth Engine

These were VW shims machined to fit our Cosworth engines. *Please use a micrometer on your old shims in order to determine the size you need!* The number (if readable) may not be accurate on your old shim. The following sizes available:

.138
.140
.142
.144
.1455
.1475

Price: \$9.00 each

PLEASE NOTE: All items on this page are NOT part of CVOA Merchandise.
Do not combine orders for CVOA and other parties.

www.vegamods.com

Chris Wheaton, Region 16 Director has the following items available on a special order basis. Please email / write for details. Shipping included.

Reproduction fibreglas Timing cover \$85

High Gloss Carbon fibre Timing cover \$175

High Gloss Carbon fibre Dash Bezel \$150 (shown)
(Available with or without dash "pocket" cover)

NOTE: Timing covers and Dash Bezels are also available in "Kevlar colors" of red, green, blue and yellow.

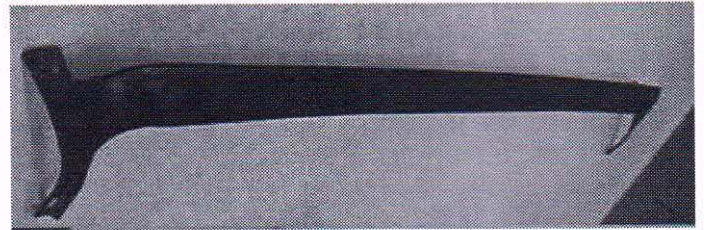
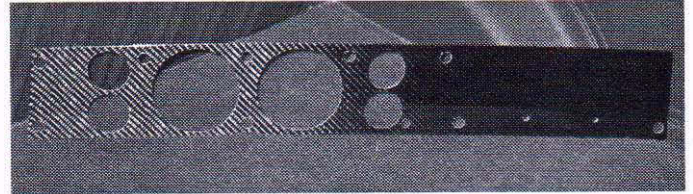
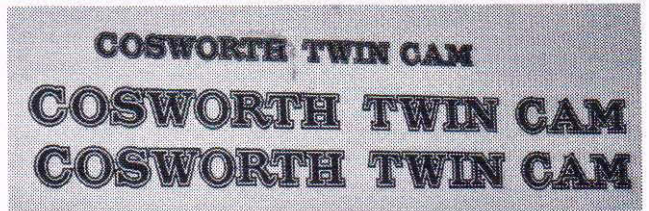
Custom Three piece decal set:(white/silver/black/gold)
Note that the standard "die-cut background" stripes are available thorough CVOA only.
One color \$60; Two colors \$80; Full set (Non-stock)\$??? Email or write

One piece fibreglas rear spoiler \$150 (shown)
Styled after the GM "one piece" made for Vega Hatchback. Drill two holes for mounting.

Rear Valance Panel \$90 (shown)

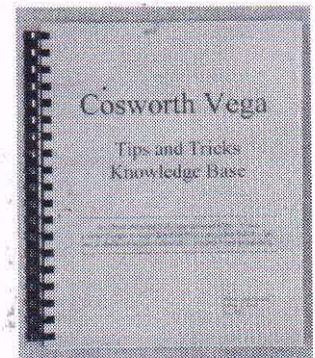
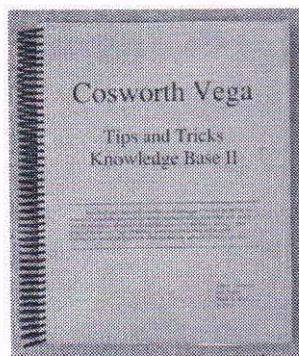
Email:Cswrth1@aol.com
Chris Wheaton, 2009 Raymer Ave, Fullerton, CA 92833
Writing or email is preferred please

Vega Mods High Performance and Restoration Parts for
the Chevy Vega and Cosworth Vega
www.vegamods.com



Tips and Tricks I & II

In this corner, the original Tips and Tricks, weighing in at a comb bound 344 pages of 10-point type w/7 page Table of Contents, collecting and organizing a wealth of Cosworth Vega information primarily from 6300+ Yahoo postings: \$60, plus shipping.



In this corner, the sequel, Tips and Tricks II, weighing in at a spiral bound 397 pages of 10-point type w/10 page Table of Contents, featuring the essence of over 4200 Yahoo postings, plus vital information from a variety of other sources: \$60, plus shipping.

View the Tables of Contents and Kudos at
www.cosworthparts.com

Send e-mail inquiries to markarock@cosworthvega.com
Free shipping if you buy the pair. Telephone (440) 236-9669

CVOA VENDOR LISTING

Vega Parts - New/Used, Repro Front Air Deflector

DAVE'S VEGA VILLAGE, Anmore, B.C. Canada,
(604) 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
Performance Dynamics, Sacramento, CA (916) 488-3114

Carpets - Molded Floor, Rear Cargo & Material

Auto Custom Carpets Inc., Anniston, AL 1-800-633-2358

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 Cosworth and Vega section

Reproduction Window Price Stickers

Triple A Enterprises, P.O. Box 50522, Indianapolis, In 46250
<http://www.window-sticker.com>

Computer Repair

Bob Stallwitz, Pekin, IL (309) 353-2450 Email: rstallwitz@grics.net

Seat Upholstery - Material

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

High Pressure Pump Rebuilding

Brett Instrument, 1233 S. Wright St., Santa Ana, CA 92705
(714) 835-4064 Contact is *Don Burnhart*, call for pricing. Money order / cashier's check only. (Also rebuilds MAP sensor/Fuel injectors)

Fuel Injector cleaning & testing

(Send them your injectors, they clean 'em test 'em and return 'em with a report. \$100 set of four, includes return shipping)
Contact is is Joe Jill Sr.
Superior Automotive, 2675 W. Woodland Dr., Anaheim, Ca 92801

Seat Belts - Repair/Remanufacturer

Ssnake-Oyl Products, Seat belt Restoration and Sales
Route 2 Box 269-6, Hawkins, Texas 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.

Contact Metro Moulded Parts at 1-800-878-2237

Item	Part #
Hatchback Doors	LM 13
Wagon and Sedan Door	LM 13-A
Hatchback Hatch - Sold by the foot	LP 46-C (Need 20 Feet)

Cosworth Vega Professional Wheel Refinishing

Contact: Robert Boley, Wheel Medic, Inc.
600 Shoemaker Ave #4, Columbus, OH 43201 (614) 299-9866

If you out there have first hand experience with any vendor or service garage that you feel should be added to CVOA Vendor list please contact Mike Rupert

CVOA Technical Advisors

Have a CV problem? Need advice?

Please, all 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 & Mechanical**

Keith Meiswinkel, Wallkill, NY

(914) 895-3027 7:30PM-9PM EST Everyday

***15 years experience, Mechanicals, Parts Availability, Restoration and Detailing**

Tim Morgan, Houston, TX

(281) 589-0449 9PM-10:30PM CST M-F

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

Sean Nierenhausen, Redondo Beach, CA

(310) 372-5143 4PM-9PM PST Mon-Sat

***Engines of all types, gas/diesel/LPG, alter nate fuel & gas turbines, etc., hydraulics, fuel systems, electrical. Custom engines & turbo- charging**

David Quarterman, Anmore, BC, Canada

(604) 469-9979 1-6PM PST, Mon-Sat

*** Dave's Vega Village. All H-body types, V6 + V8 Conversions, 20 years of study**

Maurice Schechter, Williston Park, NY

(516) 294-4416 9-11PM EST M-F

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

Duke Williams, Redondo Beach, CA

(310) 372-5527 6PM-10PM PST & Weekends

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

Neal Williams, Bellflower, CA

(562) 920-7168 After 5PM PST

***EFI, Webers, Engine Assy., Electronic analysis. 30+ years performance OHC experience. 16 years CV port/polish, etc, etc.**

Cosworth Vega Classifieds

BOX INDICATES NEW OR UPDATED AD

Cars for sale, Cosworths

75-0023 & 75-0088. Black/black vinyl. Stored inside for entire life; stored in Ohio very low miles; seldom driven since my marriage in 1977. I'm now in CA, and will keep my Alfa Romeo Montreal and Lotus Elan fixed head coupe. Mike Pratt, Santa Ana, CA (714) 558-1055 9/03

75-0079. Excellent cond. Car has been in heated and air-conditioned storage for the last 11 years, 52K original miles, all repairs have been done with original parts or rebuilt parts, ex. fuel pump, car is 100% original, no modifications whatsoever, car appraised at \$7800 when I first bought it, since then I have spent lots of \$ to put the car in the condition that it is, also included: extra new parts timing belts, injector seals, fuel pump that goes inside the tank, repair manual, original window sticker etc. I have complete history of this car, copies of all titles of previous owners, Vega books included, \$10,000 or best offer. You can reach me by e-mail or phone. (502) 375-2724, please no calls after 9PM, William Correa, Louisville Ky, 40215, Email: Elguineo@insightbb.com 10/03

75-0110. 4-speed that has been stored INSIDE for 18 years. The body has no rust just a few minor dings, interior is near perfect. Engine is out and apart, when I got it. This car is VERY restorable, and at the least numerous parts including good glass. I wound up with this jewel as repayment of a debt and only want what I am out, \$500. It would be nice to find this car a good home. Mike Pardo, Lagrange, IN (260) 463-3869 Email: mikepardo@ligtel.com

75-0800. Black/white vinyl. Rear defogger, swingouts, AM/FM radio, windshield antenna, door edge guards, rear speaker. New battery, alternator and timing belts. This car was stored many years by a collector in NJ and is in excellent condition. Asking \$5,200. Anthony Tucci, Middle Island, NY (631) 205-0823 12/02

75-1057. 24,400mi no rust, stored much of its life by two prior owners, cloth interior, swingouts, AM/FM-tape, Rear defogger, wheels repainted, new tires and Flowmaster exhaust, K&N filters, new belts, new upper engine gaskets(no leaks), 4.10 posi installed by previous owner, 5sp conversion and sunroof available if you want. \$4,250. Phil Rust, 317-253-4408, days or wkend.

75-1274. Black, white vinyl interior. AM/FM Stereo, Rear Defroster, Swing-out Windows. Odometer reads 17,000 Miles. Everything looks like New. Someone spent major time and money on this car. If you are looking for a Cosworth, THIS IS IT. \$6,500.00 OBO. Mike Acerra, Allentown, Pa. (610) 437-1508 or E-mail: flamer55@msn.com 8/02

75-1520. 45k miles, Excellent condition, new tires and paint, interior excellent, new carpet, asking \$6800.00 or best offer. Buyer pays shipping. Bill Addison, Jacksonville, Florida (904) 641-8812

75-1695. Original except radio. Runs good; interior and exterior has minor wear. \$3000. Teresa Pettit, 3031 Cowboy Way, Portal, GA 30450 (912)865-9266 Email:pettit04@webtv.net

75-1953. Black, Black vinyl, 95K miles, Positraction, Tinted glass, Auxiliary lighting, Door edge guards, Rear defogger, Rear speaker, AM/FM radio, GM floor mats, Hurst shifter, Milodon 7 quart oil pan, Rear window louvers, Weber carbs, Free flow exhaust, Hutton built engine with BD-3 cams, 10:1 compression, COE pistons, Ported head with stainless steel valves, Steel sleeved block, Goodyear Gatorback tires, Cover, Solid body (originally from Virginia), Excellent paint and interior, Drive anywhere, \$6500.00, Might consider a package deal with 25 year collection of CV and Vega Parts, Tools, Literature etc. etc. Jim Blunden, Norwich, NY (607) 334-7259 e-mail address: jtblunden@webtv.net 12/01

76-2465. Black on black. Swing out windows, 5 speed. New paint, new interior. This car has been completely gone over. New parts too much to list. Runs good. To many project cars. Priced to sell \$4500 or make offer. MUST GO! This car has the engine out of #2690. 62K actual miles. Wrecked in 1988, hit in front end, has been checked on front-end machine and OK. This car is all there except engine and I even have a front-end for it. This car for sale also for \$1000. Dean Farmer, (336) 667-2339, Millers Creek, NC E-mail: Scarlette112@aol.com 12/02

76-2860. Black/black cloth, 34k. Garaged since 1983. Body & interior good, gold wheels. Traded for car, I am not a collector. Priced to sell, \$3,500. Ronald Rhodes, Hendersonville, NC (828) 891-4446 10/01x

76-2911. Black/white vinyl. 5 speed, Posi, AM radio, 28.3K, Everything works, runs and drives good. Call 5-9:30 PM PST weeknights. Stuart Colburn, Marysville, WA (360) 657-0309 Email: colburn@precor.com 12/02x

76-2990. White, ? Stored inside for entire life; stored in Indiana very low miles; seldom driven since my marriage in 1977. I'm now in CA, and will keep my Alfa Romeo Montreal and Lotus Elan fixed head coupe. Mike Pratt, Santa Ana, CA (714) 558-1055 9/03

76-3017. Firethorn, buckskin vinyl. 1V77O6U21452x, 57,515 original miles. Overall condition: Mechanically excellent, all original; good interior; some rust. Price \$2,500 OBO. Robert Greene, Pacific Palisades, CA (310) 459-1174 Email greene@math.ucla.edu 1/02x

76-3086. Medium Orange/Buckskin vinyl. 3,600 original miles, garaged, exterior excellent, interior showroom. AM/FM tape, new tires, 5 speed, driven fast several times per week. Includes all papers-window sticker, original bill of sale, etc. Also extra gaskets, filters,misc parts, GM engine analyzer, shop manuals. Asking \$9,500. Scott Mason, Birmingham, AL (205) 369-8473/(205) 967-2151

76-3108. Antique white paint in great condition, red interior replaced to factory spec. Power disc upgrade extras and spares galore, best offer. 1V7706U217401 Car has heated back glass and pop out windows.(650) 344-3609 Email: oh2bthr1@cs.com Joe Lowenstein, Burlingame,CA 94010

76-3293. Original firethorn red, white int. 5-spd. Body straight/clean, needs paint & interior. \$1370 OBO. Don Duerr, (307) 367-7776, CV3298@hotmail.com, Laramie, WY. Will sell car w/all CV parts listed in my other 2 ads for \$2970. 4/02

76-3321. Medium Orange, vinyl buckskin interior, competition gated 5 speed. Options:Skytrends moon roof, swing out windows, door edge guards, floor mats & rear de-fogger. Lots of original and historical stuff (e.g. original dealer inv/ owners manual), CVOA (way) back issues, some tech info and full set of decals. Just over 100k miles, with pulse air intact. Interior/exterior fair to good; five new 60 tires on original wheels. \$3900 OBO Greg Kennedy, Elk Grove, CA (916) 683-6797; GSSKen@worldnet.att.net

Cars for sale, non-Cosworth

1975 Chevy Vega Notchback. Green exterior. Buyer responsible for transport. Franklin Cooper, (318) 443-5611,Alexandria,LA. High mileage, not running but in good shape. E-mail:plezsez@cox-internet.com 8/03

1971 Chevy Vega Hatchback. Powerglide auto. Some rust, good running condition. Asking \$950. Nick DiFeo, Hilton, NY (585) 392-6955 Other vega parts also. 12/02x

1976 Chevy Vega. High performance Buick 231 V6. Offy intake, lsky cam, TRW pistons. Keystone wheels on Dunlop radials. Paint is firethorn red and in good condition as is the body. \$2,500. Contact Bob Young, San Carlos, CA (650) 593-0795 robert.young11@worldnet.att.net

1976 Chevy Vega Hatchback. Orange exterior/Buckskin interior. 140 4 cyl., 2bll, 3 speed automatic with A/C. Purchased from original owner, 57k actual miles. Runs good, doesn't smoke. All original. \$2,795 or best offer. Contact: Dean Farmer, Millers Creek, NC (336) 667-2339

1972 Chevy Vega Wagon Kammback. Red with black interior. 140, 2bar. 2 speed automatic with A/C. 50k on sleeved rebuilt engine. Runs good - doesn't use oil. Need driver's seat reupholstered and carpet. \$1,895. Contact: Dean Farmer, Millers Creek, NC (336) 667-2339 1/02

Parts for Sale

PERFORMANCE ANTI-SWAY BARS - final prepaid price shipped is \$275. This is for the 1.25" front and 1" rear hol-low 4140 chrome-moly sway bars, powdercoated black. Please send payments to:Britt Guerlain,14829 SW Millikan Way #1017, Beaverton, OR 97006
Money order preferred. This is a privately funded project, not club sponsored. Email questions to kiva5198@hotmail.com

Block and Crank from 76 CV destroyed in Building fire. \$100. Mark Hines, (703) 798-3161 or hinesva@covad.net

Kumho Victoracer P205/60R13 heat-cycled autocross compound, set of four, mounted and balanced on CV rims (rims have decent paint). Bought last spring and used for 2 events before I bought the RaceCar. Asking \$500 w/ set of re-storable CV rims or \$600 as is... or make offer...

Aluminum 3-piece racing wheels, 2 @ 9 x 13" front and 2 @ 10 x 13" rear. NOT for street use! SUPER light and no bead locks. deep-drop centers and drilled for Vega and 100MM bolt-circles. as used on Baumhauer's race car before the switch to 5-bolt. sacrifice at \$400 or make offer..

Fiberglass front fenders and hood for '74 thru 77 Vega, brand new, gel-coat, never painted. Rear edge of fenders need trimming, otherwise a bolt-on installation. Asking \$400 for the set... or make offer

Hurst Quick-shift, complete set, ready to bolt in. \$200 or?? John Cowall at jcowall@hotmail.com or (313) 388-1026

5 new Vega Arias forged lightweight 12.5 racing pistons-3.5 bore-1.0-1x2x2. 8 rings, grooved \$350. Vega Cyl. head-ported. Larger stainless valves, P.C. seals, Crane valve springs and retainers, Crane cam F240/470-8 racing part#120971, lifters new cam bearings/cam seal/sprockets. All new ready to race-\$900.Sonny Rossi, San Antonio, TX. (210) 688-3711

Sway bars and rear coil springs for a CV. Rear bar is 7/8" the front is 1 1/8". The coil springs are yellow. (Moog?) I will sell all as a package for \$100.00 plus shipping. Mel Creamer,Winter Garden, Florida. (407) 654-4124. 1/03

CV engine (from CV#0041) complete w/head, cam carrier, fuel injection,computer, and exhaust header. From CV #0041. Approx. 30,000 miles. \$680 OBO. Don 307-367-7776, CV3298@hotmail.com, Laramie, WY

CV parts: head/cam assembly w/HP cams-\$450; 2 sets CV mags-\$190/set; CV exhaust header-\$130; CV#0041 dash bezel-\$50; 76 CV injection/intake assembly w/computer-\$200; box misc. parts: ignition, distributor, starter, alternator-\$50; fiberglass rear spoiler-\$50. Don 307-367-7776, CV3298@hotmail.com. Laramie, WY

1976 Cosworth parts car. Will sell all or parts. Call: (717) 469-1880. Paul Cernek, Grantville, PA 2/02

Door black upholstery panels (pair) - \$70 (shipping \$20)
Jim Rigg, Boise, ID (208) 367-1004 after 6 PM 12/02

Partial stripe kit. Four wheel opening stripes, GM# 1657530-1-4-5. Hood stripe GM#1657536 and front fender stripes. Make offer. Bob Fihe, Westerville, OH (614) 899-2581 12/01x

NOS GM Parts for sale:

74-75 headlamp bezels \$60.00 ea, 76 showroom literature \$10.00, dk aqua rear floor mats \$40.00, front bumper \$150.00, left rear quarter panel \$350/450, black ashtay \$20.00, motor mounts \$90.00 pair, crankshaft sprocket \$225.00, lh headlamp housing \$40.00, door edge guards \$40.00, brake caliper pistons \$25.00 ea, #1700895 rear vega emblem \$35.00, harmonic balancer \$125.00, front bumper impact strip \$75.00, wheel center caps \$40.00 ea, Monza fuel pump \$45.00, Vega fuel pump \$45.00, #339075 parking brake handle cover/tray \$60.00, #994725 black rear floor mats \$65.00, hp fuel pump mounts \$60.00 pair, reproduction fuel filter (CVOA) \$75.00, #830532 distributor shaft asm. \$110.00, 9833916/917 swing out window upper trim, \$125.00 pair

CV Good used:

Hood \$225.00, hatch \$225.00, 16:1 quick ratio steering box (dealer accessory only) \$350.00, CV service manual supplement \$40.00, radiators \$50 and up, EFI aircleaners \$50.00, GM parts books \$35 and up, CV long block asm. \$500.00, CV short block asm. \$250.00, waterpumps for cores/spares \$40.00, 71-75 rear brake strut tools \$25.00 (new), 2.3 liter short block asm. \$175, wheel center caps \$100 set 4, am/fm stereo radio \$125.

Vega 140 Misc. :

71-72 speedometer cables \$10.00, 73 hatchback fuel tank \$50.00, Monza inner fender asm. \$30.00, new GM water pump 71-75 \$40.00, Also; the remains of a 77 GT hatchback and a 75 hatchback Jim Blunden Norwich, NY 607-334-7259 e-mail address: jclblunden@webtv.net

One pair of 1973 Vega GT Kammback wagon quarter windows-tinted. Good condition with original weatherstripping. Best offer. Jack Kerrigan, Howell NJ (732) 363-5193

Parts Wanted

Cosworth-Crane cams 16-#366205. Sonny Rossi, San Antonio, TX. (210) 688-3711

Tappet Holding Tool J-24705. I'm only needing three to make my set. If someone would have any extra ones around? I would be interested in one or three. Email: dempsey2995@cs.com (765)286-7285 David Dempsey

Need a five speed tranny. Contact: Dave Metcalf, 2593 West Line St., Bishop, CA. (760) 872-2842 Email: Dave@MammothBaloonAdventures.com

Buckskin interior parts most all of the hard plastic parts or any color if very nice. 1976 orange front valance panel and air deflector. Art Treta, Forestport, NY (315) 831-8457 or C1451@aol.com 10/01

PLEASE NOTE THE FOLLOWING:

Let us know if something changes in your ads. If you need to place an ad or submit something you can do it in the following ways:

*The good ol' **Postal Service.**

***Phone**, you can leave messages but this way is the most costly to the club if we need to call back.

***E-mail, Preferred.** Mike Rupert's address is :

CVOAINC@aol.com

(Do *not* use space between CVOA and INC)

Miscellaneous

Car wanted: a 76 5-speed Cosworth Vega. Must have very low miles and be in excellent condition. Will pay top dollar. Pete Katz, San Diego, CA (858) 945-5710

VEGA LAND

**FACTORY ORIGINAL USED PARTS
NO REPRODUCTIONS
ENGINE + INTERIOR + BODY + GLASS**

**1971 to 1977 Vega & Cosworth
Free Catalog
VAST INVENTORY
(717) 284-3897**

**6PM-10PM Weekdays
9AM-9PM Sat/Sun
*EST***

**7 days a week
Cash or Money Order**

**Michael S. Braun
413 River Road
Pequea, PA
17565**

3rd/4th QUARTER '03 COSWORTH VEGA MAGAZINE DEADLINE

Deadlines for articles and advertisements in the 3rd/4th
Quarter issue of the Cosworth Vega Magazine is
November 17, 2003

Articles or advertisements submitted after this date may not
appear in the 3rd/4th Quarter issue

CVOA ADVERTISING POLICY

Business Advertisements

1/4 page - \$10

1/2 page - \$25

Full page - \$50

Full page inserts - \$60 if inserts provided, \$110 if not
(All above are priced per issue)

Member/Non-member ads

CVOA members are entitled to one free ad per issue.

Additional member ads \$5 each

Non-member ads are charged \$15.00 for an advertisement in
two consecutive issues. Cosworth data (dash #, VIN, color
combination, options) must be included.

Photo charge \$10 each

(Sorry, black & white only. We can use any photo, color or
B+W, as long as it is a clear picture.)

Please mail all advertisements / articles to:

CVOA Magazine

P. O. Box 5864

Pittsburgh, PA 15209

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



**REMEMBER:
SEND ADDRESS CHANGES
TO CVOA!**

You may email address updates to
cvoainc@aol.com

**P.S. WHEN WAS THE LAST
TIME YOU CHECKED YOUR
MAIL LABEL FOR EXPIRATION?**

CVOA REGIONAL DIRECTORS

REGION 1 - MA, RI, NH, ME, VT, CT
Presently merged with **Region 2**

REGION 2 - NJ, NY
Art Treta, 107 Deer Run Rd
Forestport, NY 13338
315-831-8457
c1451@aol.com

REGION 3 - PA, DE, DC, MD, VA, WV
Dan McNally, 7248 Shannon Road
Verona, PA 15147
412-793-6652
joemcna@bellatlantic.net

REGION 4 - NC, SC, GA, TN, MS, AL
Presently merged with **Region 12**

REGION 5 - FL, PR, VI
Jerry Smith, 1220 Section Line Tr
Deltona, FL 32725
386-574-7503
jerrysmith@bellsouth.net

REGION 6 - CO, WY
Presently merged with **Region 14**

REGION 7 - OH
Brian Wetrich, 4619 7th Street NW
Canton, OH 44708
330-478-5138
bwetrich@neo.rr.com

REGION 8 - MI
John Cowall, 9677 Fox
Allen Park, MI 48101
313-388-1026
jcowall@hotmail.com

REGION 9 - IA, KS, NE
Presently merged with **Region 11**

REGION 10 - IN, KY
Phil Rust, 5840 Norwaldo Ave
Indianapolis, IN 46220
317-253-4408
prustindy@aol.com

REGION 11 - IL, MO
Brad Stone
1807 Nina Street
Cortland, IL 60112
815-756-1025
b86stone@juno.com

REGION 12 - TX, OK, LA, AR
Dan Newman
25014 Butterwick Drive
Spring, TX 77389
281-351-6187
Dan.Newman2@GTE.net

REGION 13 - AZ, NV, NM
Presently merged with **Region 16**

REGION 14 - OR, WA, ID, MT, AK,
UT & Hawaii plus Alberta and
British Columbia, Canada
Jim Rigg, 2865 S. Portside Ave
Boise, ID 83706
208-367-1004
bigrigg@mindspring.com

REGION 16 - All of California
Chris Wheaton, 2009 Raymer Ave
Fullerton, CA 92833
714-449-2800
cswrth1@aol.com

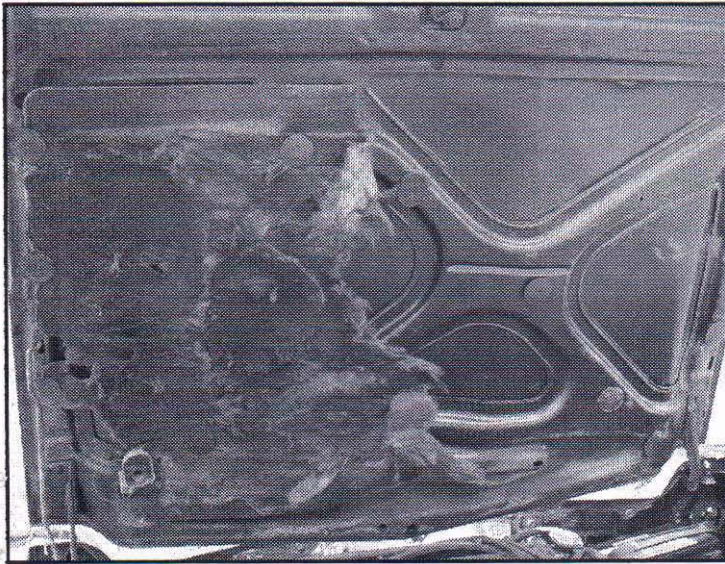
REGION 17 - ND, SD, MN, WI
Bruce Jahnke, 5423 South 200th Street
New Berlin, WI 53146
262-679-0550
Darwar80@aol.com

**SERIOUS, PUNCTUAL, INTERESTED
DIRECTORS WANTED:**

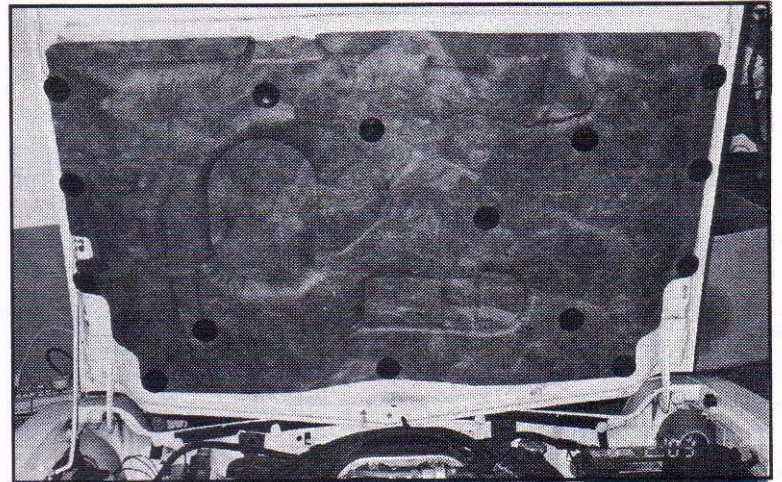
If you would like to be a director in a
region that has merged into another,
please contact **Dale Malin**.

CVOA Molded Hood Insulation Pad

\$175 each delivered or \$150 each if picked up in person. These excellent reproductions are in stock now! Yes, we finally have the shipping boxes too! Make your engine bay what it ought to be by topping it off with a new molded Hood Pad.



Is this your old hood pad? After 28 or so years, it is time for a new one. Bottom photo is the prototype, production pieces are shaded black. Both front and back sides molded as original.



Send check/money order to:
CVOA Merchandise/Chris Wheaton
2009 Raymer Avenue
Fullerton, CA 92833

*You will need new pad retainers
*Sold to current members only

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