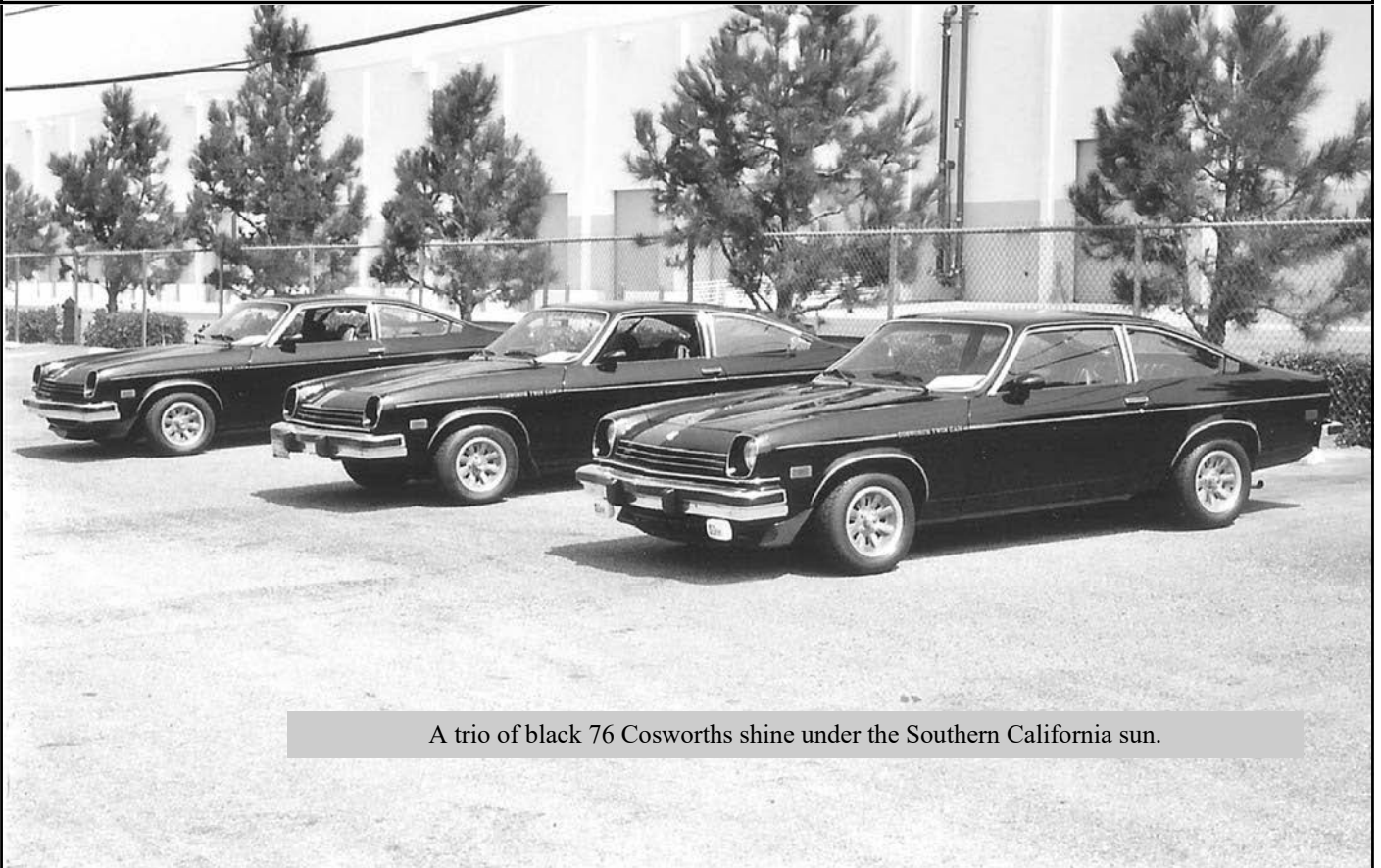


CV



Tom's EAA Lola at PIR

Official Magazine of the Cosworth Vega Owner's Association



A trio of black 76 Cosworths shine under the Southern California sun.

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Round-Up 25 Review

By Chris Wheaton

This year's roundup marked the 25th anniversary of the CVOA and the 25th Roundup. Many people took advantage of the good room rates at the La Quinta Inn and made a

family vacation out of the roundup. Some people that came out early got together on Friday and went to tour the Otis Chandler Auto Museum. Jack

Middleton was able to arrange the tour. That night was registration and the director's meeting, followed by a big group across the street to National Sports Grill for food and drinks. (continued page 4)

**COSWORTH VEGA
OWNER'S ASSOCIATION
QUARTERLY MAGAZINE**

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Steve Larson web page:
www.larsonpage.com/cv

Technical Advisors page 22

Letter from the Editor

Well, here it is, the new CV Magazine is finally in your hands. I hope to get some feedback about the new look, whether good or not-so-good. This is after-all *your* magazine. We have all heard that before, but it really is true. I got a lot of help getting my first issue up and running. I appreciate everyone who supplied me with information and technical help to get this new magazine going.

I suppose an introduction is in order. My name is Britt Guerlain and I live in Portland, Oregon, Region 14 with my wife of three years, Nikki and our sons Jameson and Kevin. I am a Cardiac Recovery Nurse and will be starting in Cardiac Critical Care hopefully in January. I have had more than my fair share of Vegas, 15 at last count (and I am always looking for more, much to my wife's dismay). Now I have two; the one below taking all my extra time. I autocross, do a lot of open track days with the SCCA and other car clubs, and will be Vintage Racing when the Vega is all back together.

This is my first venture into something like this, but I guess it is much like getting a Cosworth Vega up and running. Once you get the parts cleaned, organized and put together in the correct manner, it just takes a little polishing and some tuning once in awhile to keep it running at tip-top shape.

Many great things are happening in the Cosworth Community. Many CVOA Members are starting to venture into the reproduction parts arena—a scary venture sometimes to which I can attest. Several members have gotten the bug for horsepower, and are going to great lengths to achieve it. I am excited to see our Club continue to pursue the preservation and improvement of these great cars, and I am happy to be here to help share the energy and excitement of all that is happening! I plan to call on you all for stories and pictures, you can't own a Cosworth and not have a story to tell!

-Britt Guerlain



Nearly ready for primer, the "Big Brother" to the Cowall's Golden Eagle racer has recently resurfaced from a long (24 year) nap in a garage in San Diego, California.

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Twin Cam Talk by Dale Malin

Greetings fellow Cosworth enthusiasts,

Up here in the soon-to-be-frozen extremes of western Wisconsin we are settling in for another long and cold winter. The Cosworths are safely tucked away in the garage until next spring.

As many of you have noticed, it has been about 6 months since the last issue of the Cosworth Vega magazine. During this time the responsibility for magazine editor has been transitioning from Mike Rupert to Britt Guerlain. Unfortunately, some technical issues have resulted in this time gap between issues. Mike will be continuing to fill the roll of Treasurer and Membership Director. I want to thank Mike for his many years of service to the CVOA as editor and for the excellent job he has done with the magazine since 1994. I also want to take this opportunity to welcome Britt to the ranks of CVOA volunteers. Britt brings with him a host of new ideas and I am looking forward to his contributions to the club leadership.

Personally, I have not had much opportunity to partake in Cosworth activities this year. Other than the Roundup in July, I have been pre-occupied with (and please pardon the four letter word) work. One area I was able to work on this summer was the acquisition of some new parts for the Cosworths. For #1102 I procured new pistons and sleeves through MARRS for the pending engine rebuild.

I also purchased some extra sleeves and pistons for future projects. After all, one can never have too many Cosworth parts.

Just to refresh your memory, #1102 is the Cosworth my daughter Anna "claimed" for herself a couple years ago and we started the rebuild last winter when she was home for Christmas break. This year we will be working on the engine rebuild, finishing the conversion to 76-80 Monza front and rear brakes, and installation of the Borg-Warner T-50 5 speed transmission into the 75 chassis. I've done three other early Vega 5 speed conversions already so this will not be a difficult task.



Do you have some ideas on things the club should be pursuing? Are there things that you think could be better? Are you a little bit creative? Do you have some organizational skills the club could benefit from? The CVOA is always looking for some hard working and conscientious individuals to help out the CVOA and volunteer for one of the key positions of the club. You can apply by contacting myself, Britt Guerlain, or Michael Rupert. And if you think you want the CVOA "top job", all you have to do is show up late for the director's meeting in July. That's how I got my start.

I am already planning for next year's Roundup in Milwaukee. Finally, it's as close to home as a Roundup has been for me since Dixon Illinois in 1998 and I was living in Missouri. Since then the trek has been a little more daunting. 1999 from Missouri to Las Vegas driving #0711, 2000 from Phoenix to Green Bay trailering #0123 and #0711, 2001 I wimped out and flew from Texas to Louisville, 2002 from Texas to Watkins Glen driving #0123, 2003 was co-hosting Roundup 24 in Texas but I was shuttling a couple trailer queens to and from Houston (for persons to remain un-named) so we could have several low mile Cosworths in attendance, and 2004 I wimped out again and flew to Los Angeles. Next year, look for #0123 and #0711 to both be in Milwaukee in July. And, with a little luck, Anna and #1102 may even make the trip. Hopefully, we'll see y'all there too.

Until next time,
Happy Cosworthing,

Dale

Round-Up 25 Review

(continued from page 1)

Saturday morning we all met at Superior Automotive in Anaheim for dyno runs. Almost everyone that attended ran their cars on the dyno. Mark Schwartz's turbo intercooled Cosworth 1931 had the highest horsepower of the group. Todd Oda's supercharged Cosworth was second and both cars were very interesting to watch. After we were done there it was off to my warehouse where there were Cosworth displays, many different cars and items to look at. Some people brought parts for the swap meet and others just shared info and stories. We had lunch catered from Nationals and they put on a nice spread of fajitas there in the afternoon.

We continued to talk, learn and share about our unique cars and then after a few hours, we headed up to Speedzone for some fun and competition. This was a much bigger hit than I expected. There were 4 different types of cars to race. I chose the grand prix cars for our competitive driving event and everyone got 4 runs to get their best time. Trophies were awarded to the fastest 3 times in both the men's and women's classes. After the timed events were done, people enjoyed driving the dragsters and the slick track was a big hit. Literally- I heard many stories of people crashing into each other.

Some people went over to National Sports Grill again that night and others did their own thing. Sunday morning started the concours. We decided to have it at my warehouse so that we could do a lot of it indoors, although the judging for the stock cars ended up being done outside. At least it gave people more time to see the displays I had put out and this time I was able to go around table by table and talk about many of the items. I really wanted people to be able to see many of the odd and unique things that I have collected about Cosworth Vegas over the years. I will probably be downsizing my company next year and I will need to downsize my Cosworth collection as well so it was nice to let people get a look at some of the rare Cosworth items I have collected before I need to start breaking up the collection.

Many people used the day to go and see some of the sights in So Cal and then we all met up at National Sports Grill for the banquet Sunday evening. We started early so that people could make their flights because of the time difference.

The banquet went pretty smooth except that the microphone went out and so did my voice. After dinner and giving out all the awards, we wrapped it up and several of us stayed around talking and sharing more stories. Monday morning, a few people came back to the warehouse to look at a few more things and wrap things up. Overall, I think it was a hit. I had several people say what a great time they had. I hope that everyone enjoyed a nice vacation and their time here.



**A nice green/
Buckskin/
Cosworth.
Note Hooker
"show Bar"
inside**

2004 Judging Comments by Duke Williams

The current CVOA Judging Guidelines have been in use now for five years, yet there has been little discussion of them and only one “judges report” in Cosworth Vega Magazine as recommended in the Guidelines. I accepted the position of Judging Chairman, and my plan was to appoint teams of judges for the various classes and also conduct a “judging school” with particular emphasis on looking at the various numbers and date codes that validate the authenticity of original major components.

There was plenty of judging experience among the Roundup attendees, so appointing judging teams was no problem. Since there were only seven cars entered in the two Restored and two Unrestored classes, a single team was appointed for these four classes. Team Leader Dale Malin was assisted by Mike Rupert and Brad Stone. John Cowall led the team for the Custom and Unlimited Classes as-

sisted by Dan McNally, Byron Burnham, and John Cowall, Jr. For the most part, Dale and Mike made the observations and Brad scribed notes. Once the observation was complete the team huddled to determine deductions. I think these gentlemen have worked as a team before!

flow as there is plenty of interesting data to be seen from top-side.

The first are the engine numbers stamped on the cylinder case bellhousing flange. Tonawanda stamped what appears to be a date code followed by the production code – ZCA for '75 engines and ZCB for '76 engines. This data is typically close to the center of the bellhousing flange and can be viewed from between the centerline of the cowl and the rear engine face.



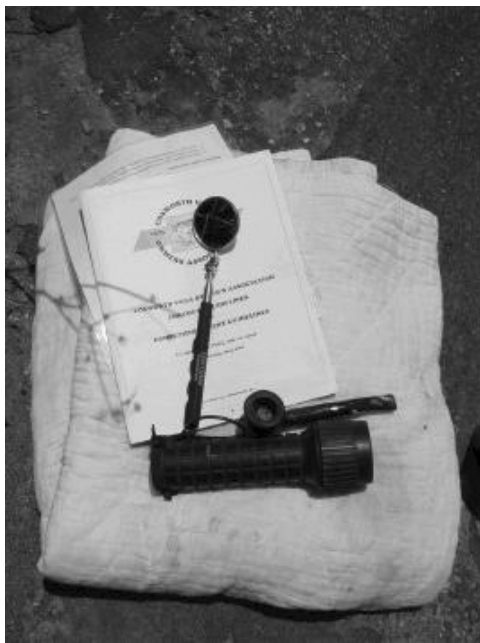
Duke's engine in #2110

I came prepared wearing a well worn polo shirt, carrying an old mattress pad, flashlight, and mirror, ready to “take a dive” under the cars to look at some numbers, however, the judges demurred, preferring to restrict their observations to what could be seen standing on two legs. Okay! I'll go with the

To the right is the “VIN derivative” stamped by Lordstown, which consists of the division number (1 for Chevrolet), the last digit of the model year (5 or 6), and the Lordstown plant code (U) followed by the VIN sequence number beginning with 100001 for Vega job one. Most

(continued from page 5)

'75 models should appear 15U2... since Cosworth Vega production didn't begin until about half-way through the model year, but the first approximately 150 cars have VIN sequences under 200,000; 1976 models will be stamped 16U1... or 16U2.... All seven cars had "matching numbers" indicating that the original cylinder cases are still installed, but there was quite a bit of variation in the form of the die stamped data. The VIN derivative can be easily seen with a flashlight by viewing between the heater hose and engine ground strap as long as the area is clean, which is the responsibility of the owner.



Duke's Concours judging tools

My car has the VIN derivative stamped in a straight, even line indicating that the sequence of characters was placed in a holder. Craig Schmitz car, probably built one shift earlier than mine, had the 1, 6, and U obviously stamped individually with the sequence number in a nice straight line indicating a holder was used *only* for the sequence number. Another car had the VIN derivative stamped twice – each being upside down relative to the other. All characters appeared to be in a single

holder, and both stamps were clear.

Why do such variations occur? We don't have enough collective knowledge at this point in time, but figuring out why one car is this way and another car that way is one of the interesting aspects of the vintage car hobby.

The rear face of the cylinder case, cylinder head, and cam carrier are also stamped with what I

call the "Tonawanda number" – a four digit number that is likely the sequence of engine builds. If the number on the case, head, and cam carrier match, it means those components are likely part of the same engine build, and if the VIN derivative matches, it can be assumed that

the major engine components are original to the car's build. These "Tonawanda numbers" are more difficult to see, requiring a mirror and flashlight, and some are fairly faint, so this year we did not attempt to verify them, but it is a judging task that can be implemented in the future.

Peering between the number three and four inlet manifold runners allows one to view the solenoid and its part number,

1108460. This Cosworth Vega solenoid is unique to GM passenger cars due to the reinforcing bracket that ties the solenoid housing to the starter motor frame using two washer head machine screws with a 3/8" hex. Though the starter motor number, 11108773, and date code may only be seen from under the car, if the solenoid is correct and bolted to the starter frame with the correct bolts, chances are good that the starter frame is also an original Cosworth Vega part.

The distributor part number, 1110649, and date code are stamped on the side of the housing just below the cap and are typically oriented toward the front with the OE distributor installation. If a vacuum advance has been added, which requires the distributor housing to be rotated 90 degrees counter-clockwise, the number will typically face left and may easily be seen from the left hand side of the car.

The Delcotron part number, date code, and current rating may be seen from under the right front of the car since they are stamped at the bottom of the front frame just behind the adjuster bolt boss, but the judges focused on the pulley, which is easy to verify visually from above the car. Though not unique to the Cosworth Vega, the machined billet 1167560 pulley is easy to recognize. I know of one other application – the '73-'74 Corvette 454 engine with P/S and no A/C. There may be others, but this is a rare pulley. There were two Del-

cotrons used for all Cosworth Vegas. The 1102850 42A was base, and the 1102853 61A was bundled with RPO C49 Rear Window Defogger.

The “EFI set number” consists of identical number paper stickers attached to each EFI component, but time and thermal cycles take their toll. Many cars have lost some or all. Using my car as an example, I knew of only one that is clearly visible on the fuel pressure regulator. Dale felt something under my MAP sensor and (borrowing *my* mirror) verified that it was the set number sticker and the number matched the fuel pressure regulator sticker. I never knew it was there, so I learned something about my car (Thanks, Dale!), and I think Dale finally believed me when I *swore* that all the EFI components were original!

There is a rough correlation between the Tonawanda engine number, EFI set number, and dash number, with the dash number typically lagging the first two numbers by 300-500, but there are exceptions at certain points in the build due to one or more of the three being installed “out of sequence”.

Another item that is easy to check is the metal radiator tag, located on the right side tank above the level sensor. In addition

to the part number and date code, it has a prominent “UA” production code. This radiator was also installed on 140s with the HD radiator option and was bundled with air conditioning. Unfortunately, many cars are missing the radiator tag because it is usually thrown away if the radiator goes out for work. If your tag is still installed, remove it before you send the radiator out for repair, so it can be reinstalled.

Judging Preparation

The judges mentioned that over the past several years some cars

Factory literature displayed nicely for Judges



have been presented for judging that obviously had no preparation. Some interiors were full of junk and filthy. I was appalled and reminded them that such a car can be rejected under Article II. The seven cars in the Restored and Unrestored class were relatively clean, but most could have benefited from additional detailing. Also, remember that all items including the floor mats

must be removed from the car. Documents should be spread out in the load compartment for inspection by the judges. Once the judges have completed their inspection the documents can be gathered up and placed in the glove box. The glove box interior is considered the owner’s “personal space” and is not inspected by the judges.

I think some owners may be under a misimpression of what CVOA judging is all about, and maybe the use of the word “concoors” is misleading and should be banished. CVOA judging is not a concours in the classic sense – a search for the “perfect” car. The Unrestored and Restored class judging is based on how original the car is. In the unrestored class, allowance is made for wear and tear with bonus points based on mileage, so the paint doesn’t have to be perfect, and once more that 50 percent of the car is repainted, it becomes a Restored class car. Also, consider that they are only original once! Considerable visual improvement can be realized with detailing such as

rubbing the paint out with a fine polishing compound. Most engine compartments can use some serious detailing to remove the nearly 30 years of road dust and grime that has accumulated in all the nooks and crannies, and most interiors could use some meticulous detailing. You would be amazed what a weekend or two of serious detailing can do for both the car’s

(Continued from page 7)

appearance and its judging score.

If you have an unmolested, original car, keep it that way despite the “flaws” you may see. The paint doesn’t have to be perfect. Any 30 year old GM acrylic lacquer job is going to show signs of age to one degree or another, but an extremely well detailed car is going to impress the judges and improve the overall score since they are less likely to be critical when presented with an unrestored car that has seen a lot of recent TLC. Original, unmodified, and unmolested cars 30 years after the end of production are becoming *very* rare, and owners of such examples should consider themselves to be curators of historical artifacts and only engage in scrupulous detailing, not major restoration.

Judging Guidelines

Now that the Club has five years of experience with the current Judging Guidelines, some definite impressions have been formed, and it’s probably time to make some changes.

A committee of three – myself, Mike Rupert, and Brad Stone has formed to discuss changes and make recommendations to the Directors next year. Expect some recommended changes to the published Guidelines and also the score sheets, which are essentially a guide to the judges on what to evaluate. We all welcome any input from all members, and Mike Rupert will be the focal point. The best way to

suggest improvements is to e-mail the three of us, but be sure to get your input to Mike. He can then forward it to the other two committee members for review.

The judges reported that there is a trend in most parts of the country toward maintaining the cars in original configuration or bringing them back to original configuration if they have been significantly modified. I see this as an excellent trend and in line with the rest of the collector car hobby. The closer vintage cars are to original configuration with their original major components intact, the more valuable they are. Restoring a car to original configuration is more difficult than restoring to a “custom” configuration and the market recognizes and rewards this effort.

To the Future

As a vintage marque club matures the judging naturally gets better and more comprehensive. As time passes judges gain more experience and learn more about the nuances of the build. In our case we have a single model to judge with only a few minor options. The two model years account for some changes, and there were some running changes in each model year, but overall the Cosworth Vega build was close to homogeneous. Better judging means owners receive better feedback on the state of their cars and have a better roadmap for improvement. A primary objective of CVOA judging is to provide feedback to owners on the configuration and

condition of their cars relative to a typically built car, and we hope that owners use the judging deductions as objective feedback to improve their car.

All owners should obtain the Judging Guidelines (which should include the scoresheet in the future) – available to CVOA members at no charge. The Guidelines and scoresheets may be used by owners to judge their own cars or at regional meet judging events. Understanding the Guidelines and scoring will allow owners to improve their cars and placing at future Roundups.



Round-Up 25 has come and gone...but Round-Up 26 is right around the corner! Be sure and make your reservations early to enjoy wonderful Wisconsin! See back page.

Round-Up 25 Concours Results

Unrestored Stock	Car #/pts	Unrestored Modified	Car #/pts	Custom	Car #/pts
George Harrington	#1773/356	Duke Williams	#2110/393	Chris Wheaton	#1977/395
		Craig Schmitz	#2094/355	Todd Oda	#2389/391
Restored	Car #/pts	Will Harrington	#3025/317	Bob Small	#2455/360
Chris Wheaton	#1044/304			Mark Schwartz	#1931/366
				Chris Wheaton	#2301/362
Restored Modified	Car #/pts	Unlimited	Car #/pts	Jake Lippert	#0686/360
Jim Rigg	#2607/342	Mark Schwartz	White Race Car/372	Fred Blomquist	#1959/341
Chief Judge: Duke Williams		Skip Stockwell	Blue Drag Car/315	Matt Stockwell	Yellow Cos/335
Unrestored/Restored: Dale Malin, Mike Rupert, Brad Stone				Travis Gripp	White GT /320
Custom/Unlimited Team: Byron Burnham, John Cowall, Dan McNally					

Round-Up 25 Speedzone Results



Barb and Jerry Smith

Ladies:

1st Shawn Schmitz 41.303

2nd Kim Stone 42.249

3rd Kim Yaeger 42.691

Gentlemen?

1st Brad Stone 38.516

2nd Travis Gripp 38.772

3rd Tony Lee 39.304

Are you up to next year's speed challenge?

Round-Up 25 Financial Report

Revenue		Expenses	
Registrations and shirt sales	\$5,529.00	Rallye Trophies & Plaques	\$757.90
CVOA contribution	\$500.00	Catered Lunch + tip	\$740.00
	\$6,029.00	Drinks- Water and Soda	\$176.00
		Speedzone	\$1,500.00
		Shirts	\$1,366.00
		Banquet and Tip	\$1,500.00
			\$6,039.90

Vendor Parts Review: Vegamods.com

By Britt Guerlain

This month I had the opportunity to test fit my front valance and GM style three-piece front spoiler from Chris Wheaton's company Vegamods. I must say that the fit and finish of these parts is near perfect. The valance lacks the inner opening waviness of the factory parts, and it is built out of hand-laid fiberglass so it will retain its shape for many years (and autocross cones) to come. There was no adjusting, drilling or bending needed to make the fit like most of the other reproduction parts currently available. Oth-

ers are designated as "race only" parts, where Chris' could qualify as "Race or show." The three piece spoiler was also an easy fit using the supplied hardware. Chris put in some extra time redesigning GM's poor mounting system and added several tabs that allow installation without drilling into the body. Like the original, the brake ducts could be made functional. The two parts mount together almost seamlessly and really finish off the front of the car well (well, as soon as the bumpers go on). If you are looking for a

replacement front valance, the Vegamods one is definitely the way to go. Good luck trying to find another source of three-piece front spoilers—there aren't any. These are reasonably priced and well constructed parts that have also been test fitted with Vega Village's reproduction front chin spoilers. Pricing is as follows:

Front valance: \$150 + 25 shipping

Front spoiler: \$175 + 25 shipping

All parts quality packaged then shipped by UPS.



Tech Tip Update by Chris Wheaton

Cosworth Neoprene Rear Main Seal Tech Bulletin 7-1-04

There was an old tech bulletin written years ago that had 2 part numbers for neoprene rear main seals that could be used for Cosworth Vegas. I had purchased both of them years ago only to find out that they didn't even resemble anything that would work.

So here are the correct #s, the Felpro part # is BS13241 and the Napa part # is JV728. The GM part # is 3792463 if you can still find them and they are on some locator services. This part only replaces the rope seal that goes around the crank so you will still need to buy the rear main kit that has the side seals and pins. The rope seals have

rear main kit that has the side seals and pins. The rope seals have never seemed to seal very well and the neoprene has been a nice upgrade. Note, one half of the 2 part neoprene rear main seal will have a tab on each side that will need to be cut off flush on the side. Usually, the price is around \$13 for this part.

Portland Historic Races Give EAA Cosworth Another Chance to Shine

by Britt Guerlain

July 9-11th brought semi-dry weather and a familiar screaming blue Lola to Portland International Raceway for the Annual Portland Historic Races.

Tom had the car back from Loyning's Engine Service where it received a new block — heavy-duty variety — and a few other small "tweaks." The previous block fell victim to driver error (not Tom) which resulted in an over-rev and an over-curb, that broke the block. The car performed flawlessly on this outing.

The feature race this event was the Trans-Am cars of the late 60s and early

70s. Many famous drivers got their starts in these muscled beasts like Sam Posey, Mark Donahue and of course "Smokey" Yunick.

The Historic Races are held every year around the first week of July and would make a great vacation get-away for families wanting to visit the NW. There is plenty to do in the area with the beach only an hour from the track, and Mt. Hood only an hour the other way. For the truly daring, Mt. St. Helens is just a short jaunt up I-5.

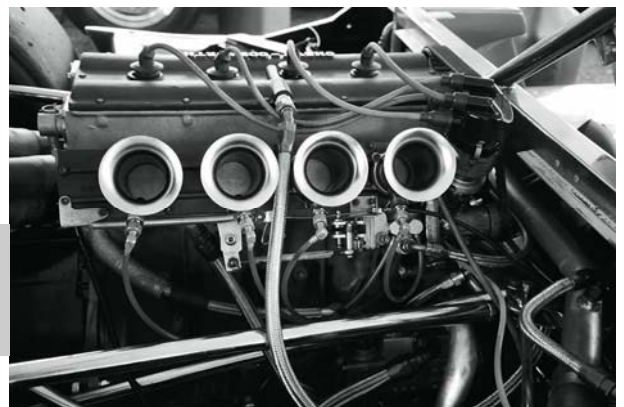
For info: www.portlandhistorics.com



Tom's Lola making PIR's Festival Curves seem straight



Right: Close up of Lucas slide valve injection and heavy duty ribbing



Above: Getting ready to leap into first



Above: The team hard at work getting the car ready

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 form (copy). Check their website 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. *Soon to be updated again!* Spiral bound copies **\$20.00 set**

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

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 LAST UPDATE 12/02**

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

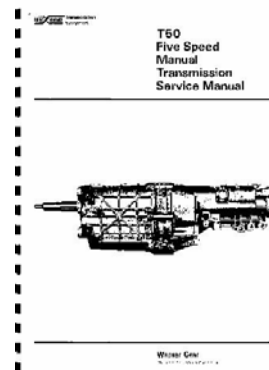
Kan Koolers - Foam thing to keep a can cool. Yellow w/ 20th Anniversary logo. **\$3.00 each**

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

Cosworth Vega Owner's Association Official Concours & Autocross Rules - Free to current members.

Cosworth Vega Factory Assembly Manuals -
1975 or 1976 - Loose leaf copies, will need a binder to put them in. **\$35.00 each**
Engine Assembly - **\$10.00 each**

Jacket Patch - The Club patch, new design. 3" round. **\$3.00 each**



PHONE DIRECTORY

MAY 1996 EDITION

This directory's only purpose is to provide Members with a listing of fellow Members. It is NOT to be duplicated or used for any "marketing" purpose.

Listings are according to state.

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Cosworth Vega Owners Association

TECHNICAL BULLETINS



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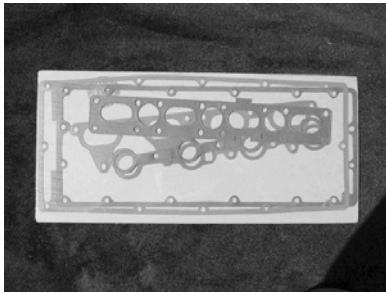
Send your request, along with check or money order (payable to CVOA Inc.) to:

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

Please allow four weeks for delivery



CVOA Parts available to current members only



GASKETS:

Upper end gasket set - **\$30.00**, includes cam cover, cam carrier, intake and exhaust
 Head Gasket - **\$20.00** Please specify Felpro (0.060) or Victor (0.045) with instructions for making the oil restrictor
 Lower end gasket set - **\$27.50** includes oil pan set, oil pump set, rear main set, water pump gasket

SEALS:

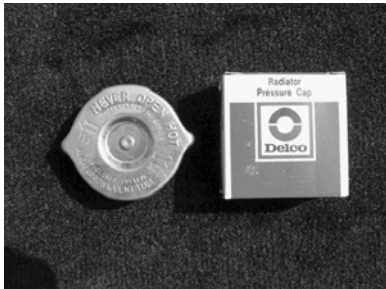
Camshaft/Distributor drive seals - **\$20.00 set of three/ \$7.50 each**
 Distributor drive housing to head O-ring set - **\$3.00 set**

TIMING BELTS:

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

WATERPUMPS: SEND CORE WITH ORDER!

Remanufactured waterpumps with 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 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 7 ft roll**

Fuel Injector O-ring 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. **\$175.00 per set**

Limited number of new valve shims for Cosworth Vega engines - These were VW shims machined down to fit CV 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 are available:

- .138
 - .140
 - .142
 - .144
 - .1455
 - .1475
- Price: \$9.00 each



ITEMS SOLD TO CURRENT MEMBERS ONLY

MAIL CHECK OR MONEY ORDER TO:

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



Prices include shipping, no P.O. Boxes
 Please allow four weeks for delivery

Director's Meeting

CVOA 25th Round Up Director's Meeting Minutes La Quinta Inn, La Palma, CA June 25, 2004

Officials Present:

Dale Malin President
Chris Wheaton Merchandise VP
Mike Rupert Membership V/P
Treasurer Jim Rigg Region 14
Director Dan McNally Region 3
Director Jerry Smith Region 5
Director John Cowall Region 8
Director Brad Stone Region 11

Director Officials Absent:

Art Treta Region 2
Director Phil Rust Region 10
Director Dan Newman Region 12
Director Bruce Jahnke Region 17
Director Brian Wetrich Region 7
Director (Proxies for all, in person or written)

Meeting called to order at 8:35PM (PST) by Dale Malin

Pre - Agenda Notes:

Chris Wheaton, Round Up Host reviewed weekend's activities.

Duke Williams, outlines current legislation in CA, suggesting members be aware and involved.

Review and discussion of Financial report by Rupert. Only key point was the very high, "total expense" of the individual Hood Pad shipping. ~ Motion to ap-

prove report as submitted (Cowall) seconded (Morgan) carried unanimous.

Review of Membership Report by Rupert. Membership decrease by 14.76%, due to only two CV Magazines published the past year. Members forget without the CV Magazine, "in the hands" reminder. New CV Mag Editor, Britt Guerlain of Oregon, will take over position at this time. ~ Motion to approve report as submitted (Cowall) seconded (Morgan) carried unanimous.

Review of Merchandise reports by Wheaton. ~ Motion to approve report as submitted (McNally) seconded (Cowall) carried unanimous.

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

Dale Malin – President

Mike Rupert – Membership VP

Chris Wheaton – Merchandise VP

No other nominations were made or received ~ Motion to re-elect current Executive committee (Stone) seconded (McNally) carried unanimous.

Old Business ~

Gerry Cross of Pennsylvania is currently researching options on

both refinishing AND reproduction Dash Bezels. Initial price estimates are \$130 for refinishing your old bezel or close to \$200 for reproduction. Note that reproduction would not have "rolled" edges like original. Color matching is slightly "richer" looking. More details should be in next CV Magazine.

New Business ~

Motion from Dale Malin for the CVOA to stock five sets of Pistons/Rings/Sleeves. Standard bore size with stock and 10:1 compression pistons. Much discussion followed. Mark Schwartz has stock CV blank at Wisco Pistons and can get one set at a time made for \$288 w/pins. Mark Schwartz to look into volume costs and inform CVOA. Tim Morgan must have order for 48 pistons at a time from JE Pistons (to get jobber price, approx. \$300 a set), different JE piston designs are available. Motion tabled until more options explored.

Motion from Mark Rock for CVOA to have business PayPal Account set up for the ability to receive payments for Membership and Merchandise on the Internet. Discussion on the approximate 3% loss for PayPal fees by CVOA versus "convenience" of member online transactions. Motion to accept by Dave Elliott, second by John Cowall. All accepted.

~ Motion from Duke Williams to suspend CVOA Cam Profile Project approved in 2003. Citing it would not help general membership keep Cosworths running and money would be better spent elsewhere. Lengthy discussion followed. To date Mike Rupert reports no funding has been paid out. Mark Rock notes, to date about \$500 has been spent on the research. Motion to suspend project - passed 9 for and 4 against.



FUTURE ROUND UPS

July 29-31, 2005 – Milwaukee, Wisconsin (Jahnke)

2006 – Canton, Ohio (Wetrich)

2007 -- Orlando, Florida (Smith)

Motion to adjourn, Carried unanimous. 10:35PM (PST)

Respectfully submitted,
John Cowall



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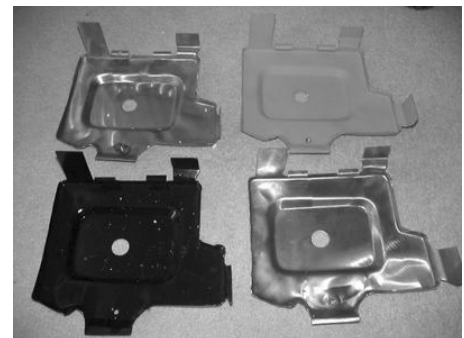
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Exact reproductions in correct 18 ga metal

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Paypal accepted for fast shipping
Kiva5198@hotmail.com
(503) 649-3673
Britt Guerlain



What's a Cos-Worth?

Low Retail Value

This vehicle would be in mechanically functional condition, needing only minor reconditioning. The exterior paint, trim, and interior would show normal wear, needing only minor reconditioning. May also be a deteriorated restoration or a very poor amateur restoration. Most usable "as-is".

Note: This value does not represent a "parts car".



Jerry Smith's #3241

\$2,425 -or-

Bondurant High Performance Driving school
2 Days



Average Retail Value

This vehicle would be in good condition overall. It could be an older restoration or a well-maintained original vehicle. Completely operable. The exterior paint, trim, and mechanics are presentable and serviceable inside and out. A "20-footer".



David Dempsey's
#2995

\$5,025 -or-

ROLEX Submariner



High Retail Value

This vehicle would be in excellent condition overall. It could be a completely restored or an extremely well maintained original vehicle showing very minimal wear. The exterior paint, trim, and mechanics are not in need of reconditioning. The interior would be in excellent condition. **Note:** This value does **not** represent a "100 Point" or "# 1" vehicle*.

* "100 Point" or "# 1" vehicle is not driven. It would generally be in a museum or transported in an enclosed trailer to concourse judging and car shows. This type of car would be stored in a climate-regulated facility.



Tim Morgan's #3466

\$7,450 - or-

Panasonic 50" Plasma HDTV
(TH-50PX25U)



Cosworth pricing and rating information from current NADA Guide, available at www.nadaguide.com or at your local bookstore. Other information and photos property of Circuit City, Bondurant School and Demsey Fine Watches. Cars pictured are strictly for illustration purposes only, and while they are all beautiful examples, without proper inspection inclusion in article does not constitute an appraisal by the CVOA nor the Author

Recommended Reading



Speed Secrets Series by Ross Bentley

Ross Bentley has driven Indy (CART) cars, World Sports Cars and more, and now offers his insight, experience and techniques developed through many years of wheel-to-wheel racing. These books are great for the beginner, or the experienced driver. The techniques discussed in these three books are applicable to all types of driving, from daily driving, autocross, open track days or hardcore competition. The first two books deal primarily with driving technique and learning to understand vehicle feedback. The third, deals with the necessary mental conditioning to compete to the fullest of your capabilities. There is enough information contained within to require and warrant multiple readings.

Speed Secrets	ISBN 0-7603-0518-8	\$15.95
Speed Secrets 2	ISBN 0-7603-1510-8	\$16.95
Inner Speed Secret	ISBN 0-7603-0834-9	\$15.95

Just for Fun



THE ITALIAN JOB (2003)

Family fun for all car enthusiasts! Remake of Michael Caine's 1969 movie of the same name. See the MINI Cooper S run the streets of LA in this action packed movie about a group of thieves trying to pull off the ultimate heist by manipulating L.A.'s notorious traffic!

Charlize Theron, Mark Wahlburg, Edward Norton

You can buy it on DVD packaged with the original movie with Michael Caine. Be sure to watch the making of special feature about the MINI Cooper S!

Cosworth Vega Classifieds

Please note: In order to make locating the car or parts of your dreams, we are currently purging old outdated ads. If you have an ad that is old, but still active, please contact me by Email: kiva5198@hotmail.com or by phone at (503) 649-3673 to update your ad

Cosworth Vegas for sale, 1975

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 Alfe Romeo Montreal and Lotus Elan fixed head coupe. Mike Pratt, Santa Ana, CA (714) 558-1055

75-003x. Black/Black vinyl. 1V77EU191383. All standard options/equipment. 8,400 original miles, never raced, all documents and history. Overall condition is excellent reflecting original miles and ideal storage. \$9,800. John Bradley 62 Jewett Lane, Hollis NH 03049 (603) 465-2076
Email: johnoldcar@aol.com

75-0079. Excellent condition. Car has been in heated and air-conditioned storage for the last 11 years. 52k original miles, all repairs have been done with original 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 money 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, all copies of previous owners, Vega books included. \$10,000 or best offer. You can reach me by email or by phone (502) 375-2724, please no calls after 9pm. William Correa, Louisville, KY 40215.
Email: Elguineo@insightbb.com

75-0110. 4-speed that has been stored inside for 19 years. The body has no rust, just a few minor door dings. Interior is near perfect. Engine is out and was apart when I got it. This car is very restorable, and at the least numerous parts including good glass. I would 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: mikepard@litgel.com

75-0800. Black/White vinyl. Rear defogger, swing-outs, 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

75-1057. 24,000mi no rust, stored much of it's life by two prior owners. Cloth interior, swing-outs, AM/FM tape, rear defogger wheels repainted new tires and Flowmaster exhaust. K&N filters, new belts, new upper engine gaskets (no leaks), 4.10:1 posi installed by previous owner, 5spd conversion and sunroof available if you want. \$4,250. Phil Rust, (317) 253-4408 days or weekend, IN

75-1274. Black/White vinyl interior. AM/FM stereo, rear defroster, swing-out windows. Odometer reads 17,000 miles. Everything looks new. Someone spent major time and money on this car. If you are looking for a Cosworth, THI IS IT! \$6,500 OBO. Mike Acerra, Allentown, PA. (610) 437-1508 or Email: flamer55@msn.com

75-1695. Original except radio. Runs good; interior and exterior has minor wear. \$3,000. Theresa Pettit, 3031 Cowboy Way, Portal, GA 30450 (912) 865-9266
Email: pettit04@webtv.net

Cosworth Vegas for sale, 1976

76-2171. Black/ Black vinyl. Pop-out windows. Am/FM 8 track, 5 speed, posi. Good interior. Fair condition, not running, needs doors. \$1500. Lost storage and eyesight. Must sell. Donald Knaggs, Toledo, OH. (419) 475-7064

76-2550. Recent re-paint over poorly prepped body. Holes in body & floors repaired with fiberglass & bondo. Good tires on bare sandblasted rims. Very nice cloth interior w/ new carpet. Would make a nice street-beater. \$800. O.B.O. without engine & trans. Re-buildable engine & good trans available at extra charge. John Cowall 313-388-1026 aft 6PM EST or jcowall@hotmail.com.

76-2990. White, ? 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 Alfe Romeo Montreal and Lotus Elan fixed head coupe. Mike Pratt, Santa Ana, CA (714) 558-1055

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 in great condition / red interior replaced to factory spec. Power disc upgrade extras and spares galore, best offer. 1V77O6U217401 Car has heated back glass and pop-out windows. (650) 344-3609
Email: oh2bthr1@cs.com

76-3293. Original Firethorn / White. 5 speed. Body straight/clean, needs paint and interior. \$1,370 OBO. Don Duerr, (307) 367-7776. Email: CV3298@hotmail.com, Laramie, WY. Will sell car w/ all my CV parts in my other ads for \$2970.

76-3321. Medium Orange / Buckskin vinyl. Competition gated 5 speed. Options: Skytrends moon roof, swing-out windows, door edge guards floor mats & rear defogger. Lots of original and historical stuff (e.g. original dealer invoice w/ owner's 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; 5 new 60 series tires on original wheels. \$3,900 OBO Greg Kennedy, Elk Grove, CA (916) 683-6797 Email: GSSKen@worldnet.att.net

76-3398. Black/Black. Original paint, 5 speed trans, VIN #1V77O228921. It has 32,985 miles on it, all original car. Tom Kreuder, Colden, NY Asking \$3500. Email: dunnave7@adelphia.net

Non-Cosworth cars for sale

1977 Chevy Monza Mirage. 327 engine, THM350 Transmission, 3.42 Posi rear end. Runner-Up at Super Chevy . Only 176 made. \$12,500 neg. Donald Cunningham, Claysville PA (724) 948-3059 Email: mrsmonk@hotmail.com

1975 Vega Notchback. Green exterior. Buyer responsible for transport. Franklin Cooper (318) 443-5611. Alexandria, LA. High mileage. Not running but in good shape. Email: plezsez@cox-internet.com

Please note the following:

Let us know if you change your ad. If you need to place an ad or submit something you can do it in a number of ways:

Postal service.

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

Email, Preferred. Britt Guerlain's Email:

kiva5198@hotmail.com

Parts for sale

Two original Goodyear BR13-70 tires with 8,000 miles. Both tires would be good for a Concours car only (no highway use) or even better yet have an original spare tire in the trunk. \$55.00 for both plus shipping. David Dempsey, Muncie, IN. (765) 286-7285. Email: dempsey2995@cs.com

1976 Vega body, various parts. Contact Tim Pender, Charleston, SC (843) 764-3810

5 new Vega (140) Arias forged light-weight 12.5:1 racing pistons—3.5 bore—1.0-1x2x2. 8 rings, grooved \$350. Vega Cyl head-ported. Larger stainless valves P.C. seals, Crane valvesprings and retainers, Crane cam F240/470-8 racing Part#120971, lifters, new cam bearings, cam seal, sprockets. All new, ready to race - \$900. Sonni Rossi, San Antonio, TX (210)688-3711

Sway bars and rear coil springs for a CV. Rear bar is 7/8" and the front is 1 1/8". The coil springs are yellow (Moog?). I will sell as a package for \$100 plus shipping. Mel Creamer, Winter Garden, Florida. (407) 654-4124

CV parts: head/cam assy with HP cams \$450; 2 sets CVOA mags \$190/set; CV exhaust header \$130; 75-0041 dash bezel \$50; 76 injection/intake assy with computer \$200; box misc parts: ign, distributor, starter, alternator \$50; fiberglass rear spoiler \$50. Don Duerr (307)367-7776, Laramie, WY Email: CV3298@hotmail.com

CV engine from 75-0041. Complete with head, cam carrier, fuel injection, computer and exhaust header. Approximately 30k miles. \$680 OBO. Don Duerr (307) 367-7776. Laramie, WY Email: CV3298@hotmail.com

One pair of 1973 Vega GT Kamback wagon quarter windows-tinted. Good condition with original weatherstripping. Best offer. Jack Kerrigan, Howell NJ, (732) 36305193

1976 Cosworth parts car. Will sell all or parts. Call (717) 469-1880. Paul Cernek, Grantsville, PA

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

NOS GM parts for sale:

74-75 headlamp bezels \$60.00 each, 76 showroom literature #10.00, dk aqua rear floor mats \$40.00, front bumper \$150.00, Left rear quarter panel \$350.00/450, , black ashtray \$20.00, motor mounts \$90.00 pair, crankshaft sprocket \$225, lh headlamp housing \$40.00, door edge guards \$40.00, brake caliper pistons \$25.00 each, #1700895 rear Vega emblem \$35.00, harmonic balancer \$125.00, front bumper impact strip \$75.00, wheel center caps \$40.00 each, 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 \$60.00 pair, reproduction fuel filter (CVOA) \$75.00, #830532 distributor shaft assy. \$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 \$50.00 and up, EFI air cleaners \$50.00, GM parts books \$35.00 and up, CV long block assy. \$500.00, CV short-block assy. \$250.00, waterpumps for cores/spares \$40.00, 71-75 rear brake strut tools \$25.00 (new), 2.3 liter short block assy. \$175.00, wheels center caps \$100.00 set of 4, AM/FM Stereo \$125.00.

Vega 140 Misc:

71-72 speedometer cables \$10.00, 73 hatchback fuel tank \$50.00, Monza inner fender assy. \$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 Email: jcbunden@webtv.net

Parts Wanted

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

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

Buckskin interior parts most 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
Email: C1451@aol.com

Looking for a CV dash pad, black preferred, but will take any color.
Gary Bean (336)498-0473 NC
Email: (bean1@asheboro.com)

Car wanted: a 76 five 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

Any and all interesting (or what you might think is not interesting) stories, rumors, pictures and memories of the Cosworth Vega, the CVOA and the people important to it's history.
Email to: kiva5198@hotmail.com

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**FACTORY ORIGINAL USED PARTS
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ENGINE + INTERIOR + BODY + GLASS**

1971 to 1977 Vega & Cosworth

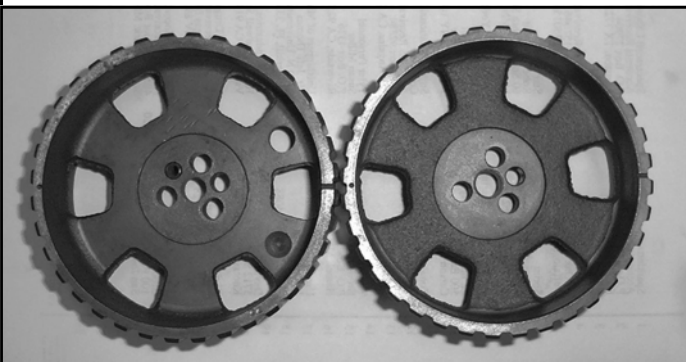
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www.cosworthparts.com

TIPS AND TRICKS I&II

Vol I - 344 pages of 10-pt type w/7 page table of contents. Collecting and organizing a wealth of Cosworth Vega information primarily for 6300+ Yahoo postings:
\$60, Plus shipping

Vol II - 397 pages of 10-pt 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 TOC at
www.cosworthparts.com

Send Email inquiries to markrock@compuserve.com
Free shipping if you buy the pair.

(440) 236-9669

VEGA MODS

High Performance and Restoration Parts for the Chevy Vega and Cosworth Vega



One piece fiberglass rear spoiler \$150

Styled after the GM "one piece" made for the Vega Hatchback. Drill two holes for mounting, or use 3M molding tape. plus shipping by UPS



High Gloss Carbon Fiber Dash Bezel \$150

-available with or without pocket cover plus shipping by UPS

Available in red, blue, yellow and green (call for details)

Reproduction timing covers in fiberglass \$60

High Gloss Carbon Fiber Timing Cover \$175

Custom Three-Piece decal set (fender lettering and rear taillight panel lettering. Full set available through CVOA only) One color \$60 Two color \$80
Email or write for custom orders

Front Spoiler—3-piece \$175
(Modeled after the Chevrolet spoiler sold in the 70's)

Front Valence Panel \$150
(Available in black gelcoat-paint to match your car. Fiberglass, 74-77 Vega)

Rear Valence Panel \$90
(Available in black gelcoat-paint to match your car. Fiberglass, 74-77 Vega)

All prices plus shipping by UPS

These are the finest quality reproduction parts of their kind

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Fullerton, CA 92833
(714)449-2800



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68510
email@craigpeate.com

PRICE:
\$130
Plus shipping



TO THIS !!!



Is your dash bezel silver, oxidized and faded from 30 years of sun exposure? The gold machine turned dash bezel is one of the trademark characteristics of the Cosworth Vega. But if you have been watching eBay lately, you have seen NOS bezels sell for as much as \$500 and decent used bezels sell for \$150! CVOA Members have researched and sourced a new CVOA Approved Vendor that can refinish your faded bezel to a deep rich glossy golden eye catcher!

For \$130 Craig will remove the metal dash insert from your plastic bezel, strip it and refinish it to a deep gloss gold finish. The price does not include any repairs of nicks, scratches, gouges or severe oxidization. These will remain, however on the sample bezel, the oxidization was not openly noticeable.

CVOA members are currently researching a full replacement insert that will be finished by Craig after the correct machine turning process.

CVOA Approved Vendors

CVOA Technical Advisors

Questions or Advice
Please, all calls on your dime

Please notify Britt Guerlain of any changes to the following information

Vega Parts, New and 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 (21) 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

Note: make sure you get the right year, 76 carpet is longer than 75

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

Reproduction Window Price Stickers

Triple A Enterprises, P.O. Box 50522, Indianapolis, IN 46250

[Http://www.window-sticker.com](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 Fuel 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 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 report. \$100 set of four, includes shipping)

(714) 835-4064 Contact is Joe Jill Sr.

Seat Belts - Repair / Remanufacturer

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

Hatchback doors

Wagon and sedan doors

Hatchback Hatch, sold by the foot

Part

LM 13

LM 13-A

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

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

Keith Meiswinkel, Wallkill, NY

(914) 895-3027

7:30pm-9pm EST Every Day

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

Cosworth@frontier.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

David Quarterman, Anmore, B.C. 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 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

Duke Williams, Redondo Beach, CA

(310) 372-5527 6pm-10pm PST & weekends

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

Dukewilliams@netzero.net

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

Winter '05 Cosworth Vega Magazine

Deadline

Deadlines for articles and advertisements in the Winter '05 issue of CV Magazine is:

December 15th, 2004 (Short Notice!)

Articles or advertisements submitted after this date may not appear in the Winter '05 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 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 and options) must be included.

Photo charge \$10 each

(B&W preferred as long as it is a good clear photo.)

Please mail all advertisements / articles to:

**CVOA Magazine
5430 SW 170th Ave
Aloha, Or 97007
United States**

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 to send all address changes to the CVOA!

Please email address changes to CVOAinc@aol.com

P.S. When was the last time you checked your expiration date?

Renew your membership before you miss any news!

**You can now renew online with your credit card or debit card via Paypal!
www.cosworthvega.com**

Regional Directors

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

Region 2 - NJ, NY
Art Treta, 107 Deer Run Road
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
Joemcnal@bellatlantic.net

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

Region 5 - FL, PR, VI
Jerry Smith, 1220 Section Lane Tr
Deltona, FL 32725
(386) 574-7503
Cwvega76@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 - TC, 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, HI, British Columbia, Canada
Jim Rigg, 2865 S. Portside Ave
Boise, ID 83706
(208) 367-1004
jwrigg@msn.com

Region 16 - CA
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 is presently merged with another, please contact **Dale Malin @**

dlmalin@juno.com

ROUND-UP 26 IS COMING SOON!

July 29-31, 2005

Brookfield (Milwaukee), Wisconsin

Host: Bruce Jahnke

*1/3 Mile paved oval
track*

Drag Strip

*One hour South of
Hotel*

*Hotel: Milwaukee
Sheraton- Brookfield*

*Reservation Code:
Cosworth Vega Owner's
Association*

Rate: \$79.00 per night

*Concours: Wisconsin
Automotive Heritage
Museum*

*30 Minutes North of
Hotel*



*375 South Moorland Road
Brookfield
Wisconsin 53005 United
States
Phone (262) 364-1100 Fax
(262) 786-5210*



CV Magazine

P.O. Box 5864
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