

COSWORTH



VEGA

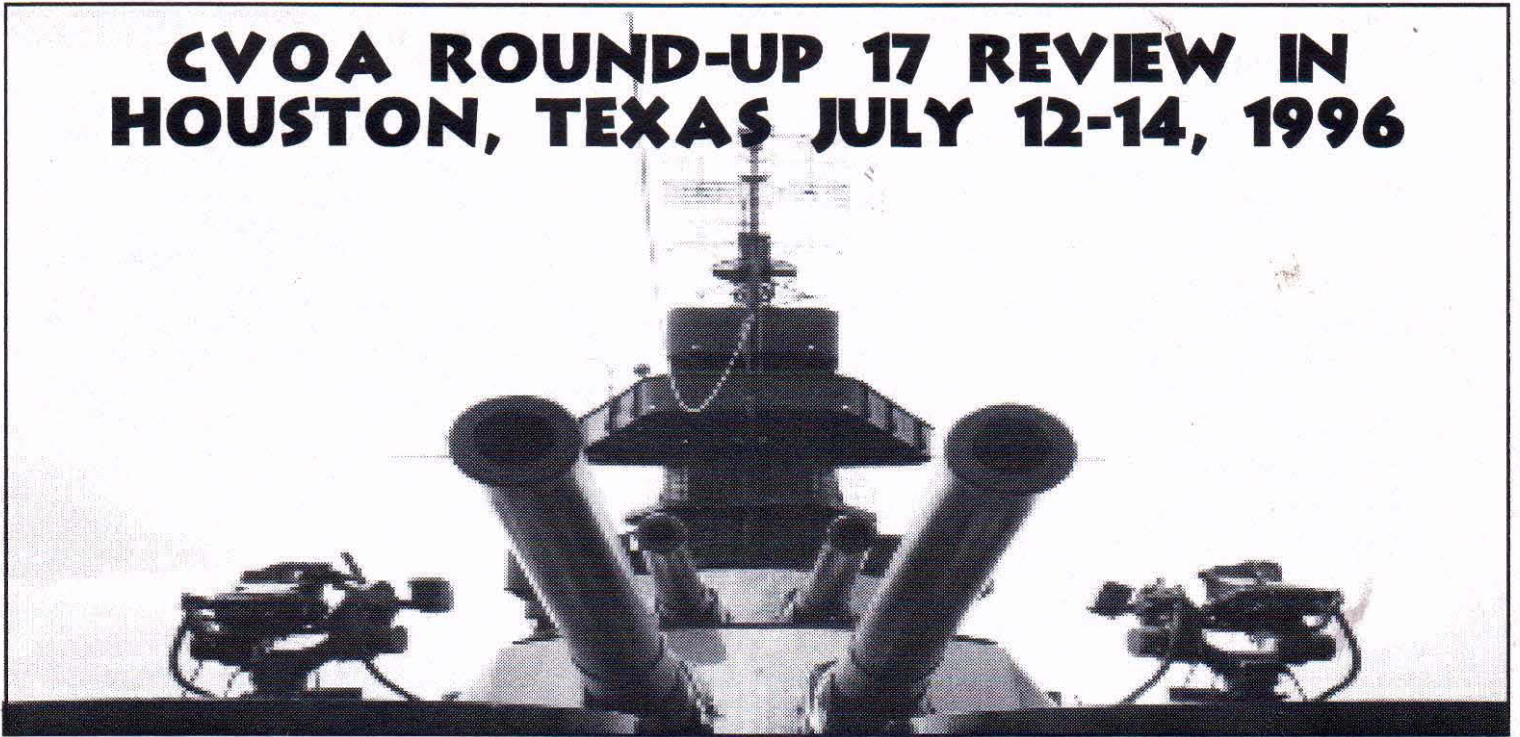
OFFICIAL PUBLICATION
OF THE
COSWORTH VEGA OWNERS
ASSOCIATION

Magazine

PUBLISHED QUARTERLY

3rd QUARTER 1996

CVOA ROUND-UP 17 REVIEW IN HOUSTON, TEXAS JULY 12-14, 1996



The above is the mighty old Battleship Texas. Unique in that it served in WW I and WW II and is still intact today. Saved from the scrapman by caring Texans it was a highlight of CVOA Round Up 17.

In This Issue. . .

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COSWORTH VEGA MAINTENANCE PART 2 DUKE WILLIAMS

Included with Part 1 (CV Magazine, 2nd Quarter 1996) was a single sheet two-sided Maintenance and Inspection Schedule and Checklist. It had two holes punched in the top, and it is designed to be placed in a file folder with a two-pin top fastener. The reverse side is "upside down" so that it can be read by flipping up the sheet. Ten of the items were printed in boldface type. These are *critical maintenance tasks* which must be accomplished, within reason, at the appropriate intervals. Failure to regularly accomplish these tasks can result in *serious consequential damage* such as corrosion or fire! Grab your Maintenance and Inspection Schedule and Checklist and read on.

Most people understand the importance of regular oil and filter changes,

CONTINUED ON PAGE 3

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TWIN CAM TALK

by Steve Mayefske

GREETINGS FELLOW COSWORTH OWNERS:

It seems like yesterday that my family and I were getting ready to make the long journey to Houston, Texas. Sightseeing along the way in Dallas, and San Antonio would make the trip very enjoyable. When we arrived in Houston on Thursday, a day before the round-up my family and I would do some local sightseeing. Wisconsinite Joe Phillips and Tim Waleczy would arrive Thursday night with my '75 Cosworth that Joe trailered, one out of five that would be from out of state, a rather low showing. After viewing the Houston Space Center on Friday morning and part of the afternoon it was time to head back to the hotel and help greet the attendees. As always it's great to see your friends and meet new ones each year.

The Directors Meeting was next on the agenda for the evening, with the meeting at times getting as intense as the heat outside. Everything was discussed that I can think of, hashed and rehashed, truly a memorable meeting. Look for minutes of the meeting elsewhere in this issue.

Saturday morning after breakfast it was time to caravan to San Jacinto. It was here where the Rally would take place and the Concours along with Texas Barbecue Lunch. I think the count was somewhere in the upper teen's between the Vega's and Cosworths for the concours. A tour of the Battleship Texas was optional which I didn't tour but heard was very enjoyable. Saturday evening closed with a car cruise to a local gathering spot where a lot of nice cars had gathered.

Sunday morning kicked off with a great breakfast, then it was time to caravan to the Autocross site. After I made my first run through the course, it was Joe Phillips turn. Joe got through most of the course before the Cosworth starting missing. I guess it was my turn this year to have something happen. Eventually after having several members help find the problem Dave Elliot found the car running on only two cylinders. Lucky

for me Dave had an extra computer along. After plugging the computer into his, the Cosworth ran great, and we finished our runs. As always it was a lot of fun.

After the Autocross Joe and I headed back to the hotel and loaded the Cosworth on the trailer and then got ready for the Banquet. The Awards Banquet started out with a Mexican Style Buffet. After the great meal the Awards were handed out along with the door prizes. The prestigious Bob Maloy Memorial Award would be handed out to Duke Williams. Sue Morgan gave a very amusing speech on how you can tell if you're living with a "Cosworth Man". The night was drawing to a close and with it another great chapter was added to the "Cosworth Round-Ups".

I would like to personally thank Tim and Sue Morgan and their wonderful staff for providing us with another great Round-Up. I look forward to seeing each and everyone of you in Cleveland, Ohio next year with Mark and Barb Rock as our Hosts.

The Round-Up would provide us with some internal changes, Bob Chin, Jim Stallwitz and Fred Kieffer resigned as Regional Directors. I would like to thank all three for the great joy they have done in their regions. Also Mike Rupert will concentrate solely as Editor and Tim Morgan will take over the Merchandise Position. I would like to thank Mike for the great joy he has done with the Merchandise and the Magazine. I look forward to working with Tim, Brad and Roy over the coming years. Sue Rupert will continue in charge of Membership her strong commitment is greatly appreciated.

I apologize if this Round-Up story seems to blend in with so many of my other Round-Up stories I have done over the years. One constant that remains the same is the love that we have for the Cosworth and each other that brings us to yet another Round-Up. It's like the Olympics that brings so many contestants together, it's that spirit that will live on forever.

In closing take care and have a fun and safe summer!!!!

COSWORTHS IN PRINT

Grassroots Motorsports to feature Cosworth Vega History in upcoming issue!

The September/October 1996 issue of Grassroots Motorsports will feature the history of the Cosworth Vega. This special section, written by Cosworth Vega owner James Heine, covers many aspects of the car and its unique story: the history of the car's development; details on the unique twin-cam powerplant; media responses from the car's introduction; the engine's use in various motorsports; and buying tips and advice.

Grassroots Motorsports is now in its 12th year of publication. It is a colorful, national, glossy, bimonthly, how-to oriented magazine for the serious sports car enthusiasts. In addition to profiles on all the popular sports and sporty-type cars, new and old, the publication features how-to restoration and hop-up information, as well as complete event coverage of amateur sports car motorsports.

Any sports car enthusiast interested in obtaining a FREE sample of Grassroots Motorsports may write GRM at 425 Parque Dr., Ormond Beach, FL 32174; the magazine may be reached on-line at 72123.2625@1CompuServe.com or GRMhq@aol.com. The GRM Web page can be seen at www.grmotorsports.com. For quicker service, please call (904) 673-4148.

Now at newsstands!!

LOOK FOR THEM AT YOUR LOCAL NEWS STAND/BOOKSTORE

NOTE: Please let us know of any book, magazine, newspaper, or anything that has a Cosworth in print - no matter how big or small.

If your car was pictured in your local paper for a parade or car show, send it in. The more press the car gets, the more interest created, the more demand for the car, the more the value of our Cosworths increases.

CONTINUED FROM PAGE 1

so it goes without saying. Few people understand the importance of regular coolant changes. Commercial anti-freeze contains corrosion inhibitors which drastically slow the electrolytic corrosion of dissimilar metals immersed in an electrolyte. Water is a weak electrolyte, and the inhibitors contained in antifreeze will virtually stop electrolytic corrosion, but they are consumed with time even if the car is in storage. The dissimilar metals in the Cosworth include two different aluminum alloys for the head and block, cast iron (the coolant pump impeller), and brass alloys (radiator, heater core, and thermostat). Twenty years from now when the few remaining Cosworth Vegas are either in the hands of serious collectors or long gone the greatest amount of economic damage, and it will total in the millions, will be wrought by owners who failed to change their coolant regularly.

Corrosion due to moisture contamination also demands that the brake fluid be changed regularly. If you start with as new hydraulic component condition and change the fluid every two years the hydraulic components will last indefinitely.

The camshaft drive belt is considered critical because it is a *limited availability part*. Theoretically if the belt breaks the valves will not touch the stock pistons, however, changing the belt is a lengthy procedure, and a knowledgeable technician with a special tool is required. You don't want the belt to break in Tucumcari, New Mexico or the San Diego Freeway.

The fuel filter is critical because it is also a *limited availability part*, and proper filtration is necessary to avoid damage to the expensive, difficult to obtain injectors. A proper Bendix filter should be used to provide the filter capacity selected by the system designers and maintain original appearance.

Fuel hoses and injector o-rings are critical because a break or leak can cause a fire! This is particularly true for the high pressure fuel hoses and o-rings. A small break or leak in this 30 to 40 psi fuel circuit will cause a considerable amount of atomized fuel to spill with a very high likelihood of

fire. Your car could be destroyed in a few minutes. *Don't risk this for a few dollars worth of easily replaceable parts.*

A space to the right of replacement items is provided to record the manufacturer and number of the new parts. On the upper right hand corner of the form space is provided to record the date or date and mileage for certain critical maintenance tasks - coolant, brake fluid, and cam belt changes, and the last valve clearance check. These dates should be carried forward to each new sheet to act as a reminder and facilitate a quick audit. If the data is in doubt a complete and thorough audit is called for. If definitive evidence of the work cannot be found, then it should be accomplished as soon as possible.

A **supplement** is included in this issue of CV Magazine which gives a brief explanation of each task. These sheets should be kept in your maintenance file, and it may be advisable to make additional copies to keep in other convenient places. The brief explanations contain helpful hints, some of which have been published in technical bulletins and are meant to augment the shop manuals which contain detailed procedures. The appropriate shop manuals are:

'75 Model

1974 Vega Service and Overhaul
1975 Vega/Monza Supplement
1975 Cosworth Vega Supplement
1975 Fisher Body Manual

'76 Model

1974 Vega Service and Overhaul
1976 Vega/Monza Supplement
1975 Cosworth Vega Supplement
1976 Fisher Body Manual

It is also highly desirable that owners have a complete set of CVOA Magazines, Technical Bulletins, and the Fuel Injection Diagnostic Manual. They are available from the Club and will pay for themselves quite quickly. They will also enhance the value of your car and should be considered to be an integral part thereof.

In Part 1, I developed an aircraft maintenance model and suggested that FAA required maintenance practices be applied to your Cosworth. Ask yourself the following question: If my Cosworth was an airplane would I feel comfortable flying it over to Catalina? If not you've got some work to do.

(Reprinted Region 16 The Twin Cam Times 12-95 Duke Williams)

C.V.O.A. DIRECTORS MEETING JULY 12, 1996

Meeting called to order at 7:55 P.M. by President Steve Mayefsky at Hilton Inn, Houston Texas.

Regional Directors Present:

Dale Malin, MN Region 17
Dan McNally, PA Region 3
Jim Stallwitz, IL Region 11+9
Tim Morgan, TX Region 12
Bob Chin, IN Region 10+7
John Colwall, MI Region 8

OLD BUSINESS:

*D.J. Martin has Club Tools and Shims, but has been very unco-operative in returning calls to Mike Rupert. Greg Gibson offers to try to contact.

*Mike Rupert notes according to Paul Wicker and previous Detroit accountant we were to get a refund of about \$700 from IRS. To date we have not received. Mike Rupert will try to contact previous Detroit accountant.

* Question by Steve Mayefsky to have addition to Concours Rules to Define "Restored". Much Discussion on making a class or allowance for judging cars that are Driven as apposed to Trailer-Queens.

Mike Rupert/Tim Morgan have copies of Rules if you have any suggestions get copy of rules and make additions, corrections or suggestions in writing and the officers will review them.....

Mike Rupert distributed copies of Annual Financial Statement, Merchandise Sales Report and Membership Report.

MEMBERSHIP ITEMS/DISCUSSION:

Jim Stallwitz is stepping down (9 + 11)

Fred Kiefer is stepping down (4)

Bob Chin is stepping down (10 + 7)

New merges:

Region 4 to merge with Morgan 12

Region 9 to merge with Malin 17

Region 7 to merge with McNally 3

Overall, paying membership is down only 7 from last year

MERCHANDISE SALES REPORT/DISCUSSION:

-The Club has 75 remaining sets of Stripe Kits. Discussion on availability of New Kits (\$13,000 per order "IF" dies have not been destroyed by 3M, but G.M. has control of dies).

-Dan McNally makes motion to suggest raising price of remaining sets to \$150 (from \$115.00) effective next CV Magazine. Second by Dale Malin. ALL APPROVED STRONGLY.

-Clark Kirby suggests that the Club:

1) Saves money to buy New Kits and 2) buy the dies to get future availability. Counter - Argument that at current sales pace we have 6 years of inventory. Mike Rupert suggested a Volunteer write letters to G.M. to find dies. Clark Kirby

and Dale Malin volunteer to locate and possibly purchase dies.

- Mike Rupert is working on getting quotes on Reproduction Hood Insulation and kits to re-Seal Heater Boxes.

- Bill Hutton has many 2-Piece Dash Bezels. One-Piece are gone. A-One may be able to make them from tinted stainless, as they do for Trans-Ams.

-Tim Morgan makes motion to approve Merchandise Sales Report, Second by Dan McNally. All approved.

FINANCIAL STATEMENT/DISCUSSION:

- Discussion on how merchandise sales and inventory are recorded.

- Steve Mayefsky notes that magazine costs have been reduced considerably since last year. Previous costs: \$2,100/issue. . . current cost: \$900/issue.

-Note on Financial Report section "E", as reported in last CV Magazine we are now exempt from "income" taxes, the fees are a one time expense.

-Tim Morgan makes motion to approve Financial Statement, second by Jim Stallwitz. Question was asked to get current inventory list. Mike Rupert will send Inventory List to Directors. All Approved.

NEW BUSINESS:

Motions From Duke Williams As Published:

1) Duke strongly makes a motion that all officials pay dues. Discussion followed. Second by Mike Rupert. Motion *rejected*, 5 to 7. It must be noted that Directors, Officers, and Tech advisers have voluntarily paid dues in some instances.

2) Make Bill Hutton National Tech. Adviser. Bill Declines, dead issue.

3) Withdrawn by Duke Williams.

4) Issue taken on who should be Tech Advisor. All currently on list are found to be active according to those present. We as club will review list at each annual meeting. Bob Chin will continue; Mark Grimm maybe, Jim Stallwitz will call; Carl Rumberger - May not be interested, Mike will call him; Kark Bell (HME Mechanic) = OK; Keith Meiswinkel = OK, good on F.I.; Maurice Scheckter = OK; Dave Quarterman (Daves Vega Village) = OK.

- Suggestions made that Tech Advisers should report on their actual Tech Questions to CV Magazine.

- Policy will be to Review Tech Advisers annually at Round-Up

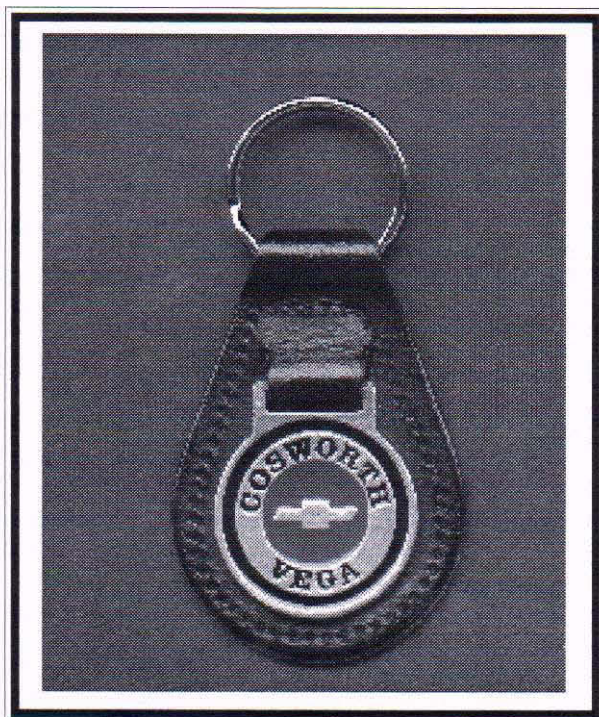
5) Withdrawn by Duke Williams.

6) Motion by Duke that Directors Publish minimum of four Newsletters per year and hold one Meeting as a minimum requirement. If not, Director will be replaced or Region will be merged.... Heated Discussion followed. Second by Mike Rupert. Motion *rejected* 4 to 8. Note that some

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OF HORN
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CASTING**

**LEATHER
BACKING**



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\$12.00
EACH**

**SHIPPING
INCLUDED**

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LIMITED**

COSWORTH VEGA KEY FOBS

SEND TO: CVOA MERCHANDISE, 11202 Valley Stream Drive, Houston, Texas 77043

directors are standing down. If you can find or be a Director, Please Volunteer.

- Motion By John Cowall to Buy New Lot of 12 Fuel Filters From O.E.M. Supplier/Bendix. Second by Tim Morgan. All Approved. These will be put into Club Inventory.

- M.A.R.R.S. will accept Visa/ M.C./Discover at 2.76% + Transaction Fee of 45¢ for all purchases and memberships, if we want to route this business through him. More details in 4th Qtr CV Magazine.

1997 ROUND-UP: WILL BE IN CLEVELAND AREA, HOSTED BY MARK AND BARB ROCK. DATE NOT SELECTED AND OPEN FOR SUGGESTIONS.

- Steve Mayefske suggests making Speed Event an Optional event to the Round-Up Chairman: Noted that the By-Laws call for it as a Requirement. Dan McNally makes a motion that "Speed-Event be highly recommended, but is not mandatory if not economically feasible". Seconded by Steve Mayefske. ALL APPROVED.

ELECTIONS:

NOMINATIONS FOR:

**PRESIDENT: STEVE MAYEFSKE
VICE PRES/MEMBERSHIP: SUSAN RUPERT
VICE PRES/MERCHANDISE: TIM MORGAN
MAGAZINE: MICHAEL RUPERT
REGISTRAR: STEVE LARSON**

Motion by Jim Stallwitz to accept nominees as 1996/1997 officers, Seconded by Dale Malin. ALL APPROVED

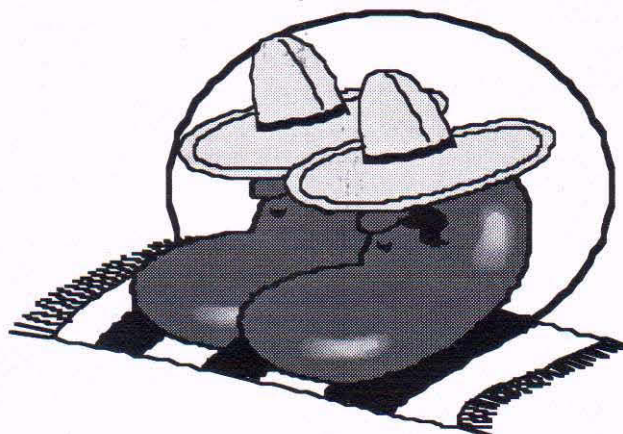
1998 ROUND- UP

DAN FILE OFFERED COLORADO FOR FIRST WEEK IN SEPTEMBER = Primary 1998?

ROY LINBERGER AND BRAD STONE OFFERED ILLINOIS FOR SOME FUTURE = BACKUP 1998 \1999
STEVE MAYEFSKE OFFERED WISCONSIN FOR JUNE-SPRINTS WEEKEND = BACKUP 1998

ADJURNED AT 10:14 P.M.

RESPECTFULLY SUBMITTED,
JOHN COWALL



ROUND UP 17 AWARDS

AUTOCROSS QUICKEST LAP IN SECONDS

STOCK CLASS

1 Dan File	44.226
2 John Stultz	44.981
3 Ken Dunham	45.943
4 Rob Hitzfeld	47.208
5 Steve Mayefske	48.397
6 Gregg Gibson	48.441
7 Tim Morgan	48.649
8 Clark Kirby	48.958
9 Joe Phillips	51.021
10 Dave Elliott	52.754

STREET CLASS

1 Ken Rock	45.055
2 Dan Rock	45.871
3 Dale Malin	46.106
4 Mark Rock	46.196
5 Mike Rupert	47.752
6 Dan Newman	48.336

MODIFIED CLASS

1 Doug Wallingford	43.612
2 John Cowall	44.781
3 Richard Pryor	51.004
4 Lou Marr	52.255

NON COSWORTH (Rent Car Class)

1 Ken Rock	44.521
2 Mark Rock	44.811
3 Dan Rock	46.395
4 Bob Chin	46.815
5 Roy Linenberger	47.371
6 Brad Stone	47.861
7 Cliff Eroskey	48.721
8 Brian Pecenco	51.864

LADIES CLASS

1 Barbara Rock	47.724
2 Lori Malin	49.706
3 Kristen Rock	51.132
4 Liz Ayers	52.662
5 Arnie Gibson	53.748
6 Cindy Bell	54.252
7 June Eroskey	56.225



Photos: Brian Pecenco

CVOA CONCOURS

STOCK UNDER 25K

1 Dale Malin #0123

STOCK OVER 25K

- 1 Steve Mayefske #1951
- 2 Clark Kirby #0078
- 3 Rob Hitzfeld #1682
- 4 John Stultz #0526
- 5 Dave Elliott #2944
- 6 Richard Pryor #2784
- 7 Greg Gibson #0900

STREET CLASS

- 1 Ken Rock # ?
- 2 Dan Newman #3445
- 3 David Barns #1203

MODIFIED CLASS

- 1 Lou Marr #1000
- 2 Doug Wallingford #1875
- 3 Tim Morgan #2864

COSWORTH POWERED

- 1 Sonny&Dixie Rossi, Street Rod
- 2 Dale Malin #0711
- 3 David Slaughter, Station Wagon

VEGA CLASS

- 1 Cindy Bell & Ken Dunham, 72-GT

PEOPLES CHOICE

- 1 Lou&Harriett Marr #1000
- 2 Ken Rock # ?
- 3 Dale Malin #0123
- 4 Sonny&Dixie Rossi, Street Rod
- 5 Tim Morgan #2864
- 6 Clark Kirby #0078
- 7 Cindy Bell & Ken Dunham, 72-GT
- 8 Steve Mayefske #1951

ROAD RALLEY

- 1 Mark Rock & Dale Malin 46.00
- 2 Gregg & Arnie Gibson 43.50
- 3 Clark Kirby & Brian Pecenco 43.00
- 4 Bonnie Mayefske & Girls & Joe Phillips 42.33
- 5 Dan File & John Stultz 38.50
- 6 Barbara & Kristen Rock 35.00

VARIOUS ROUND UP 17 MUG SHOTS



1996 Round-Up Chairman Tim Morgan, Steve Mayefske, and 1997 Round-Up Chairman Mark Rock.



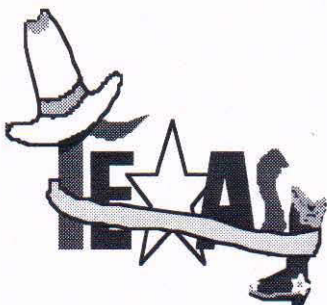
Cosworth ladies. Thanks for putting up with us for another year. . . signed Vega Boys



L to R, Brian Pecenco, Doug Wallingford and Bob Chin Relaxing on the last night. . .



Dan File (passenger seat) and Dale Malin about ready to fly. . . off course that is. . .



Cosworths headin' to San Jacinto Park



SPECIAL AWARDS

ROBERT MALOY MEMORIAL AWARD Duke Williams

PAST SERVICE-DIRECTOR
Jim Stallwitz

ROUND UP HOSTS
Tim and Sue Morgan

Round - Up 17 , Financial Statement (Preliminary Results)

Total Round - Up Fees	4,825.00
C.V.O.A. Award Reimbursement	450.00
Jim Rigg - Donation	50.00
Golf & T - Shirt Sales	233.50

Total Funds 5,558.50

Ralley Products - Dash Plaques	229.00
Ralley Products - Event Plaques	258.00
Ralley Products - Awards	500.32
Ralley Products - T Shirts *	1,352.25
San Jacinto State Park	50.00
SCCA Auto Cross	1,600.00
BBQ Lunch	622.44
Breakfast	651.30
Banquet	1,298.52
Toll Road Tokens	80.00
Ozarka Water	47.00
Soft Drinks	67.00

Total Expenditures 6,755.83

Net Surplus (Deficit) Before Swap Meet
Commission (1,197.33)

Swap Meet Commission 513.00

Net Surplus (Deficit) (684.33)

Please consider a Round Up shirt to help reduce
the deficit, see page 13

Round Up 17 Participants

Judy Abbs & Dan Newman, Spring, TX
Liz Ayres & Rob Hitzfeld, San Antonio, TX
David Barnes, Houston, TX
Cindy Bell & Ken Dunham, Houston, TX
Bob Chin, Bloomington, IN
John Cowall, Allen Park, MI
John J. Cowall, Allen Park, MI
David & Cathy Dempsey, Muncie, IN
Dave & Gayle Elliott, San Antonio, TX
Cliff & June Eroskey, Euclid, OH
Dan File, Lake City, CO
Gregg & Arnie Gibson, Gastonia, NC
Mark & Glenna Hatfield, Tyler, TX
Clark & Patty Kirby, Arlington, TX
Roy & Linda Linenberger, Paw Paw, IL
Dale & Lori Malin, Hutchison, MN
Anna Malin, Hutchison, MN
Charlene Malin, Hutchison, MN
David Malin, Hutchison, MN
Cathene Malin, Hutchison, MN
Lou & Harriett Marr, Ann Arbor, MI
Steve & Bonnie Mayefske, Green Bay, WI
Nicole Mayefske, Green Bay, WI
Michelle Mayefske, Green Bay, WI
Sara Mayefske, Green Bay, WI
Dan McNally, Verona, PA
Tim & Sue Morgan, Houston, TX
Ashley Morgan, Houston, TX
Joe Phillips, Green Bay, WI
Brian Pecenco, Pawling, NY
Richard Pryor, Garland, TX
Mark & Barbara Rock, Columbia Station, OH
Ken & Kristen Rock, OH?
Dan Rock, OH?
Mike Rupert, Pittsburgh, PA
David Slaughter, Porter, TX
Bill Smith, Abilene, TX
Jim & Carol Stallwitz, Pekin, IL
Brad & Kim Stone, Dekalb, IL
John Stultz, Lake City, CO
Doug Wallingford, Temple, TX
Tim Waleczy, Green Bay, WI
Gene & Bettye Jo Wiley, ?, TX
Dan & Patti Lawlor, ?, TX
Sonny & Dixie Rossi, San Antonio, TX

**Thanks to all for attending and hope to see
you in Cleveland, Ohio 1997!**

TECH TIPS, TIDBITS, AND REMINDERS

FINALLY FOUND!

Looking since its first mention, (CVOA Magazine Jan. 1991), Dale Malin has located the lost "Scotch 27" tape that protects the harness on the left front of the engine. It is a special fiberglass, white, heat resistant tape. It can not be purchased locally as initially thought. 3M only sells it to huge industrial giants (car manufactures). Dale is obtaining some for the club to sell. Details in 4th Qtr 96 CV magazine.

Computer Woes. . . Dale Malin, Region 17

I know that much has been written on computer problems in previous tech tips, but after witnessing several computer related problems in Texas I thought a repeat may be in order.

A large number of problems are caused by loose or poor electrical connections, especially at the plugs on the back of the computer. Cleaning of the contacts and carefully bending the contacts on the plugs to add more tension to the electrical contact will correct many fuel delivery problems.

Also, I have experienced and heard of other people who have experienced "shorts" in the computer caused by flakes of aluminum oxide which have fallen off the inside of the computer housing onto the circuit board. This can be corrected by removing the computer from the car and *carefully* removing the circuit board from the aluminum housing. Turn the circuit board upside down and gently shake off any particles. The board can also be vacuumed off with a *soft* bristle brush or blown off with dry, oil free compressed air as a last resort. However, you should be very careful, as it would be a shame to damage an otherwise good board.

Do not forget to spray all terminals with WD-40 or CRC PowerLube. This will fight further corrosion and promote good electrical contact.

Bad news. . . Mike Rupert

Sorry, but just wanted to let everyone know that the manufacturing company has informed me that they are unable to duplicate the hood insulation. The heater kits are not a problem and I will have full info in next issue.

5 Speed Shifter Boot. . . Roy Linenberger, Region 11

Roy reports that you can use the shift boot from a T-5 transmission (the Cos uses the T-50).

The GM part #14053323 can still be had at your local Chevy dealer. The boot "looks" different but function and purpose remain intact. Borg Warner also shows T-5 boot, part#1352-021-002

Quartz Clock Conversion. . . Jim Blunden, Region 2

Quiet, keep perfect time and look absolutely original. Can purchase kit to do it yourself or send to Instrument Services Inc. to perform the clock conversion. Call 1-800-558-2674 for info.

Clutch Cable Lube. . . Jim Blunden, Region 2

Use 20w50 Mobil 1 engine oil to lubricate clutch cables. It stays on better, resists heat better than other lubricants. Slide a piece of rubber hose over the cable outer housing, hold cable up vertically and pour oil into hose. Work oil into cable or allow it to hang vertically overnight. Reinstall onto car.

COMPLETE STRIPE KITS \$150

EFFECTIVE IMMEDIATELY

DIRECTORS AND COUNCIL VOTED TO INCREASE STRIPE KITS TO \$150 A KIT

THIS WAS PRIMARILY DUE TO STOCK DROPPING, AND AS WE AMERICAN CAPITALISTS KNOW. . . LOWER AVAILABILITY MEANS HIGHER PRICE.

NOW IF THAT COULD ONLY BE TRUE WITH OUR COSWORTHS WE WOULD'NT HAVE TO WORRY SO MUCH ABOUT RETIREMENT.

ANYWAY IT IS STILL A DEAL, THE LAST DEALER PRICE WAS ABOUT \$260 AND THAT WAS FOURTEEN YEARS AGO!

THE COSWORTH VEGA CHRONICLE

by Lou Marr

As the owner of a Cosworth Vega twin cam I'm always interested in learning what others have said or written about the car. Did you know, for example, that the Chevy-Cosworth Vega was the first non Ford-based stock block racing engine that Cosworth Engineering designed and produced?

Cosworth had high hopes that the light aluminum Vega block would enable them to develop a competitive Formula II racing engine. In 1972 the company used the block to make engines that turned out 275 b.h.p. from 1995 c.c. and red-lined at 9000 RPM. But the blocks couldn't stand the stresses of 275 b.h.p. which caused Cosworth to abandon the project. A Cosworth engineer's epitaph for the engine was, "The project died but they are now collectors items". Years later a Cosworth Vega engine was found in one of Northampton's darkest corners.

During the 1970's, the Cosworth engine was a highly popular topic in car magazines. Car and Driver for example, ran frequent articles about the engine and its development. C&D will be quoted extensively here because I was able to get my hands on many back copies (courtesy of a member of the Michigan Sports Car Club), several of which contained articles or mention of the Cosworth Vega.

In August '73 Car & Driver said the "Cosworth Vega--16 valve is more than an engine...(it's) a taut muscled GT coupe to devastate the smugness of BMW 2002's and 5 speed Alfa GTV's. A limited run...each one built to precision tolerances. All of them will become collector's items".

How many cars undergoing development get this kind of accolade--"The white concrete road tapers into the distance, dividing into two parts the midsummer green of the General Motors Milford, Michigan proving ground. A silver fastback, wide of stance closes through the shimmering heat waves, the tone of its engine rising in exquisite mechanical harmony... The coupe flashes by leaving an image burned into your retinas... the image COSWORTH VEGA--16 VALVE...the prototype seems to float on the July heat waves, a mirage. Except that it is real".

Again in 1973, the October issue of C&D had Pat Bedard commenting "The Vega is a masterpiece of small car design." I'm in whole hearted agreement with that. As the years have rolled by the design has withstood the test of time and becomes more and more distinctive. My wife (Harriett) recently was asked by a woman admiring our car, "Where can I buy a car like that? It's just what I'm looking for."

It took 5 years for GM to hatch the engine. To do it,

GM had to call upon Cosworth Engineering of England. Chevrolet's Calvin Wade and Cosworth's Mike Hall collaborated in its development. Hall designed the top half of the engine similar to Formula 1 heads--four valves per cylinder, two overhead cams. After many teething problems largely due to low budgets and resistance within GM, engines were finally assembled for testing.

Fortunately Edward Cole, GM President at the time, liked the concept. A test ride by Zora Arkus-Duntov of Corvette fame-- caused him to remark that the Cos was the "nicest four-cylinder I've ever driven."

Even though the aluminum block couldn't withstand the high stresses developed in a racing engine, the blocks performed satisfactorily in the relatively low horsepower of the stock Cosworth Vegas.

C&D's spec sheet for 1974 domestic cars showed the Cosworth was rated at 135 bhp at 6400 rpm and 130 lbs net torque at 5600 rpm. This, of course, with fuel injection, 122 cu.in., and 8.5 compression ratio.

Performance figures published by C&D January 1974 show the Cos doing the quarter mile in 16.2 seconds and 85 mph trap speed. These stats were recorded in matchups with a Capri 2600 (73), Mazda Rx3 (73) and a Mustang II Mach I. Yes, indeed, it outran their competitors with ease in the quarter mile--but that was before pulse tubes, catalytic convertor, etc. To quote the article "In fact, the only 4-passenger coupes faster than a Cosworth Vega have a Detroit V-8 under the hood".

Mandatory pollution and noise controls brought the h.p. rating of the engine from 170 bhp down to

110 bhp -- not much above the standard engine in the Vega GT. However, the car retained its excellent handling characteristics. Don Sherman of Car & Driver wrote, "What you get in the 1975-76 Chevrolet Cosworth Vega is an instant collector's item".

Sherman later wrote the obituary for the Cos "Farewell to the last casualty of the anti-performance era". He said, "What should have been one of the most impressive jewels in Detroit's crown has quietly faded from Production...One regulation after another took its toll of the car's power to weight ratio. It's only redemption is in the fact that it has a way with a winding road--a handler in the Corvette-Trans AM league."

And so the saga of the Cosworth Vega came to an end--or had it?

Car & Driver chose the Cosworth for small car tire tests because it is "specifically designed for sporting driving. Its well-balanced suspension allows investigation of the



L to R, Lou Marr, Steve Mayefsky, Harriett Marr and Tim Morgan at Round Up 17 banquet

Photo: Brian Pecenco

individual tire characteristics at higher speeds and under more varied conditions than would be possible with almost any other small car." High praise indeed! The same issue had a spectacular full page photo of a Cosworth making a high speed turn on a water soaked pavement.

In May 74, C&D ran a comparison test of so-called super coupes--Mazda RX-2, Opel Manta Rallye, Toyota Celica GT, Capri 2800 and the Vega GT. No contest--the Vega GT's engine was no match. It would take more than a multitude of virtues to redeem the engine. The Cosworth Vega is the only solution, the report concluded. But unfortunately "production of that engine will be too limited to fill the demand for an honest-to-God American made super coupe".

Did you know that NASCAR once sponsored a little big league called the Baby Grand Stock Car Division? The year was 1975. The Baby Grana cars, it turned out, were very fast. The pole winning time at the 5/8 mile North Wilkesboro Speedway was turned in by a Vega, which would have placed the car 11th on the Grand National Grid.

Stories and comments about the car kept popping up. The December '76 C&D headlined a story "Professional Puddle-Jumping Takes A Racer That's Anvil Tough and Razor Sharp" (a Cosworth Vega of course). The writer was Don Sherman and the car was C&D's rally prepared car. It boasted 216 bhp. The EFI was dropped and Weber's installed to develop the needed extra horsepower.

Interestingly the switch to Weber's was easier to make due to the engineering expertise of a fellow CVOA member-- Bill Hutton of Hutton Engineering whose shop is in Clarksville, Tennessee. Bill's manifold design solves all of the problems of a carburetor swap before they crop up, C&D noted.

Even though rally rules at that time would have permitted a Chrysler hemi in a Chevette, C&D chose, as they put it, a more elegant solution--the Cosworth Vega. C&D used a 1975 Cosworth #0008.

Those of you who have toured the UP of Michigan will recognize the name Germfask. That was the town near the rally route where the C&D folks 'came a cropper' with their Cosworth rally car. The event was the Marquette 1000 which was held in Feb.'77. The team managed a 10 hour run before a bog brought them to a halt.

The Cosworth rally car earned high praise. "The one thing we (the team) enjoyed about the Cosworth Vega was its agreeable personality....always starting instantly, idling smoothly and perpetually eager to go".

When Oldsmobile developed the Quad 4 engine, an article by Csaba Csere about its development, had this historic remark to make back in April '86,"...Chevrolet was the first automobile manufacturer in modern times to recognize the advantages of having more than 2 valves per cylinder in a regular production engine. The Cosworth....was powered by a four cylinder that boasted not only four valves per cylinder but all aluminum construction, double overhead cam shafts and electronic fuel injection--all features that are still impressive today."

I have had a lot of fun researching for this article (if you can call it that) but my vote for the most interesting account of the history of the Vega and ultimately of the

Cosworth version is contained in Automobile Quarterly's Chevrolet--A History From 1911, published in 1984.

Had it not been for the fuel crisis in the early 70's, Vega could well have been Wankel (rotary) powered. Despite considerable advantages of the Wankel, GM dropped all research and development of the Wankel in 1979 stating-"It didn't demonstrate the potential for low emissions levels and fuel economy as did conventional engines."

You know the story of Cosworth Engineering Keith Duckworth who became interested in the Vega engine because of its light aluminum block. Although the Vega block turned out to be unsuitable for a racing Formula II engines we can thank Duckworth for developing the twin cam, four valve per cylinder head design which characterize our cars.

Founder and first-President of CVOA, the late Dr. Robert A. Maloy had his 1975 Cosworth Vega hatchback permanently recorded in the Automobile Quarterly with a beautiful photograph of his car reproduced in that issue.

The styling of the Vega and the Cosworth Vega garnered high praise....Road & Track Magazine early on said "It is as good looking a car as you'll find in its class. There's never any question as to the capabilities of GM styling when they're well motivated... and with the Vega they've turned out one of the finest looking compact sedans in the world." Amen to that! It is still one of the finest looking.

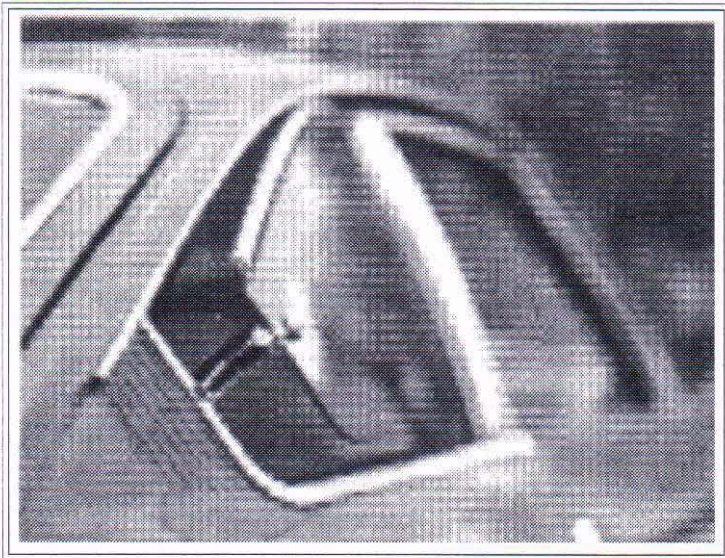
And here are some comparisons that will surprise and please you "Automotive journalist and former stylist Jonathan Thompson likened the three-quarter view of the hatchback coupe to that of the Ferrari 365GT 2+2, the side of the hatchback to that of the Fiat 124 Sport and described the front as a "narrow Camaro".

The above information is from probably the single best account of the development of the Cosworth Vega-- "Twin Cams for Everyman: The ill-starred Cosworth Vega", by Peter L. Albrecht-. Some of the best color photography of the car was done by Rom Perry. A particularly handsome shot of a '75 Cosworth was taken of Scott Goldeberg's car. Perry's story can be found in Automobile Quarterly, Volume 27, Number 3.

Many of our CVOA members are hoping the Cosworth becomes a true collector's car--one that is eagerly sought after. Then there are many of us who like driving the car and are not about to sell it--unless of course--someone offers an outrageous price. But to those who have \$ signs in their eyes, the January 1990 issue of Muscle Car Review noted that The Standard Guide to Cars And Prices listed a number one condition Cosworth at \$8,000. Those who participated in the national meet at Des Moines, Iowa a few years ago may recall that a new car dealer showed up with- a pristine, spanking new Cosworth in tow for which he was asking \$10,000. I don't believe the car changed hands then. I wonder who owns that car now.

Also in 1990 All Chevy Magazine said "The Cosworth Vega... the name brings back two memories: the Chevrolet with history's worst reputation for rusting and

CONTINUED ON BACK COVER



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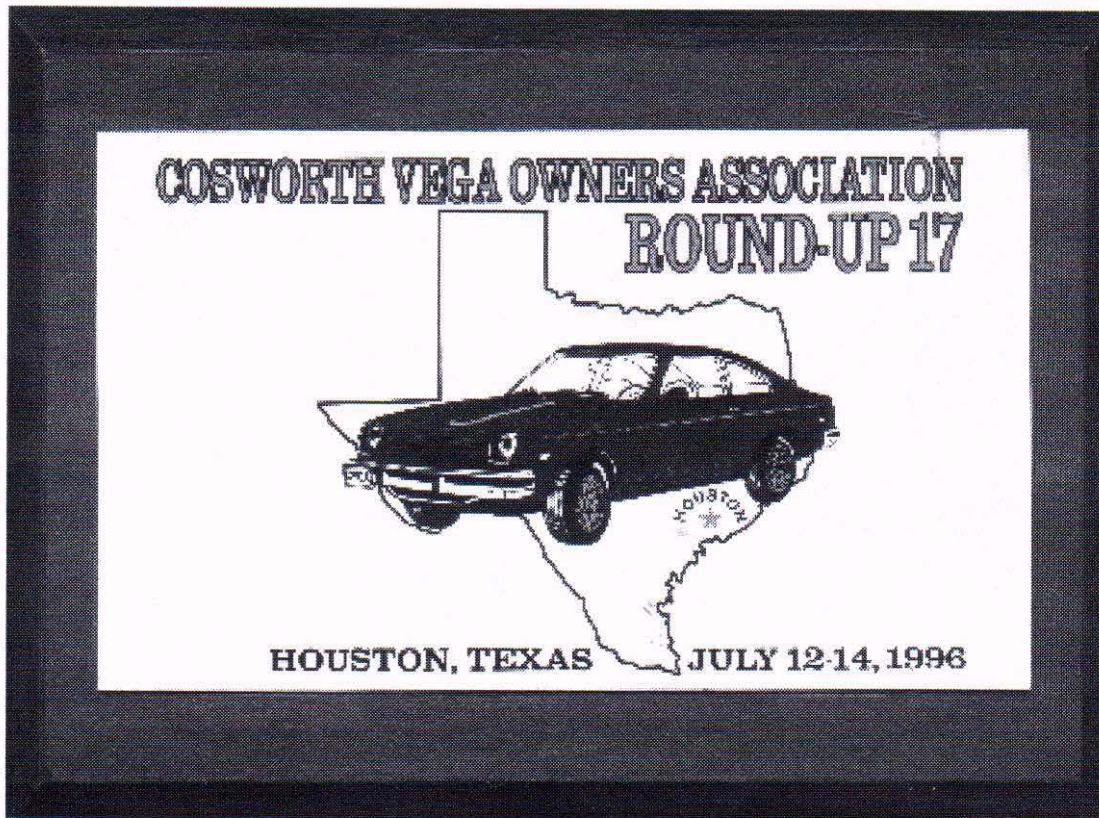
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The above is an event plaque from Round Up 17. The dash plaques are smaller and do not have wood back, they are good for sticking on toolboxes and men only areas of your house. The T-shirts and Golf shirts have the same logo, which are in four colors. Also we might note the CV in the shirts and plaques is not black(for a change).

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Cosworth Vega Shop Manual - Photocopy of the out of print manual from HELM, Inc. **\$20.00 each.**

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

Front Fender Stripe Set - Reproduction of the early 1975 style COSWORTH TWIN CAM stripe on a rectangular black background. Contains left and right front fenders. **SALE PRICE \$5.00 per set.** Note: top layer will be time consuming to remove, will need Ditzler DX-330 Wax & Grease Remover to remove residue after application.

Cosworth Vega Stripe Kit Set - Exact reproduction of the exterior gold stripe kit. Made by 3M using the latest available materials and the original tooling. Some individual stripes are available. Note: color is slightly different from NOS stripes. **\$150.00 per kit**, call for individual stripe availability. (No separate hood or small "COSWORTH TWIN CAM" end panel stripes.)

Swing Out Window Weatherstrip - Excellent Reproduction, left & right, only **\$115.00 LIMITED SUPPLY**

1973 CV Pilot Assembly Video - B&W copy of 1973 pilot assembly activities for the "stillborn" 1974 Cosworth Vega 16 Valve. Note: Due to the age and tape format, these copies have a good deal of roll and mistracking. It does have many good moments of brilliance including what are believed to be the only surviving images of the Cosworth silver 1974 Cosworth Vega 16 Valve vehicle. **\$18.00 each.**

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

Cosworth Vega Magazine Back Issues - All back issues of the Cosworth Vega Magazine are available. Some issues are only available as photocopies. **\$80.00 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.** New update 7-96

Key Fobs - New item, alloy casting of horn emblem. Black leather backing. **\$12.00 each.**

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

Window Decal - Self stick Club emblem, black with gold lettering, for the application to the inside of your window to face outside. **\$2.00 each.**

Cosworth Vega Owners Association Concours Rules - Free to members

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

Jacket Patches

#1 - 3" dia. similar to the lapel pin in black cloth with gold lettering. **\$6.00 each.**

#2 - Large 12" x 2 1/2" reproduction of the Cosworth dash plate (without dash number block). Black with gold lettering. **\$10.00 each**

#3 - Large round 6 3/4", showing 3/4 front view of the CV engine. Yellow background with embroidered engine using six colors for the engine components. **\$10.00 each.**

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Performance Dynamics, Sacramento, CA (916) 488-3114

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Jim Osborne Repro., Lawrenceville, GA (404) 962-7556

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Bob Stallwitz, Pekin, IL Please contact Jim Stallwitz, Regional Director.

Wheel Refinishing, Kits & Paint

Tower Paint, Oshkosh, WI (414) 235-6520

Seat Upholstery - Material

Original Auto Interiors, St. Clair, MI (810) 727-2486
SMS Auto Fabrics, Portland, OR (503) 775-8453

Hardware - Hose Clamps, Screws, Door Hinges, Rubber Stops, Detail Parts, Paint.

GM Hardware & Parts, Macedonia, OH (216) 467-0341
Caudell's, Fairmount, IN (317) 922-7372

Waterpump rebuilding

Superior Pump Exchange Co. Hawthorne, CA. (310) 676-4995 ask for Sharon

Fuel Injector cleaning & testing

GB Remanufacturing, Signal Hill CA (310) 490-0953

Cosworth Vega Classifieds

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Cars for sale

75-0002. Recreation of Chevrolet's Show Car. 2.3+L, automatic, console, Monza factory air, preproduction intake, 8-way power Recaro's with full spectrum interior, 100 watt RMS am/fm cassette, power windows, chrome 8 quart oil pan, Mecca/NASCAR oil filter, 6 core radiator, twin electric fans, 100 amp alternator, trip computer, "G" meter, custom springs, custom drilled Centra wheels, Fulda 205/50VR-15 tires, Nardi wood steering wheel with Cosworth Horn button, tilt wheel, stalk controlled cruise control and dimmer switch, polished intake, head, cam carrier. Water injection, factory wind wings, 160 mph Corvette speedometer, over \$18,000 invested, sacrifice, best reasonable offer. Contact: Tony Hansen, P.O. Box 336, Shenandoah IA, 51601. (712) 246-3143

75-0041. Black/black ? ONLY 285 miles! Posi-traction and floor mats. Always garaged \$11,000. Gordon Vandertill, Rockford, MI Call: (616) 866-8775

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75-0321. Black/Black Cloth. 35K actual. Ordered new, original owner. 3.73 Posi., tinted glass, rear defogger, swing-out windows, AM/FM Stereo, rear speaker, auxiliary lighting, door edge guards, floor mats. Currently stored; started and run regularly, no winters-no rust. Sleeved block, Hutton valve job. Looks, runs, and drives great! Many, many original and new OEM spare parts, complete factory stripe kit and essential tool set. \$6000. Call after 6:00 pm CDT (507) 526-2842, D. Martin, Blue Earth, MN

75-0375. Black/black vinyl. 29K, swing-outs, tinted glass, garaged for 14 years. Engine and driveline thoroughly rebuilt. Wheels refinished/body needs paint. Stripe kit and other parts included. Will paint for \$3,900 or \$3,000 as is. May possibly trade for truck. Gary Larson, 844 Shillelagh Rd, Chesapeake, VA 23323. (804) 547-8270

75-0441. Totally stock, 12k, perfect vinyl interior. Tinted glass, AM/FM, rear speaker, swing-outs, and refinished wheels. Exterior body, paint, and decals in excellent condition. Consistant show winner! This is a #2 car!

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75-0598. Only 443 miles. No other C-V has more documentation than this. Numbers matching car, 2 build sheets, all VIN specific papers, dealer order printout. Sealed hatch tent and tools. All interior tags, all books, sales receipts, and perfect original tires. \$8,000. Steve Larson, 164 N.Clark Dr., Palatine, IL. 60067 Call: (708) 934-3672 evenings and weekends.

75-0651. Black/black vinyl. 12K, 4-speed, swing-outs, AM/FM stereo w/rear speaker, mats, rear defog, original condition, one owner. Has not been driven since 1980, needs paint.

75-0734. Black/black vinyl. 24K, swing-outs, AM/FM stereo w/rear speaker, door guards, mats, rear defog, original condition. Original owner, always stored in garage. Manuals included.

DEAL: Buy both for \$6,000. Richard Perry, Allentown, PA (610) 395-4650 or (0) (610) 694-2390

75-1226. HME rebuilt engine; 10:1 pistons, head ported + polished, balanced. Steel braided fuel lines, large vented front rotors (Monza) and larger rear brakes. Posi, 4-speed and new clutch. Heavy duty sway bars, Koni shocks. Factory spoilers, front & rear. Call Robert Bernstein, DDS Office (330) 833-2491, (H) (330) 832-2577 Massillon, OH

75-1256. Black, white vinyl. Original owner, always stored inside. Only 4,000 miles, cross country drive only. No rust, no salt, no damage! Exceptional car for collector or driver. Asking \$5,000. Carroll Lysinger (313) 537-8305 Detroit MI.

75-1289. One owner car. Excellent condition, minor body work. Hutton Webers/mild cams, engine A-1 shape. All original fuel injection, cams, original cyl. head, wheels, special tools/books, stripes/other parts. Needs owner to give tender loving care. Garaged kept. Best offer over \$4,000. John Marsh, Northville MI, (810) 380-0526 (H), (810) 641-3265 (W). Email: 74674.3216@compuserve.com

75-1455. Black, black ? ONLY 4,000 actual miles! Posi, AM/FM stereo, 4:10. \$4,500. Car never smoked in. Robert Moody, Lawrenceville, GA (770) 921-5325.

75-1475. Black/ black? 837 total miles. Wheels refinished, new injectors and tires. \$6,500. (Car is in Tampa, FL) (717) 296-5140 Norm deCarteret, RR2 Box 2006, Shohola, PA 18458

75-1599. Black, black vinyl. Like new, never hit, 60k, original paint. Posi, swing-outs, AM/FM, rear speaker, aux lighting, and floor mats. Fresh, complete overhaul by RMP, sleeved block, head rebuilt, all externals rebuilt. Engine bay stripped, painted, and detailed. Powder coated

cam cover and air cleaner. Underside blasted, painted, and detailed. Rear axle completely rebuilt. New fuel pumps, hoses, and exhaust. Powder coated wheels with new tires. Only needs paint. Original owner. Need room for other projects. \$4,100. Michael Price, 835 Ruth Road, Telford PA, 18969. (215) 721-0412.

76-2196. Black, black vinyl. 67k on odometer, 0k on engine. 4-speed, 3.73 posi. Sleeved block, .030 over, 9.5:1 pistons, Total seal rings, rods reconditioned; polished/hd bolts, balanced assembly. New clutch/pressure plate/belts/steel crank sprocket/plug wires/ correct rad. Correct rebuilt alt & starter. Engine assembled and ready. New carpet, weatherstripping, window felts, stripes, door pins/bushings. All 5 wheels, new Firestone Firehawks. Body is disassembled+plastic bead blasted-ready for body shop. \$2,500. Joe Lathrop, 8337 n.Clinton St., Terre Haute, IN 47805. Call (812) 466-5006 (8-5 M-F) or (812) 232-5649 (eve+weekends). Possible delivery.

76-2405. Black, black Recaro racing seats, sleeved block, DCOE 48 Webers, original injectors available, Venolia 12.5:1 pistons, Crane cam, runs consistent 123-124 mph standing mile at El Mirage Dry Lake. extra ported head, cam carrier, cams, many more spare engine parts, Michelin H rated tires, less than 100 miles on engine. \$4750. Dick Ferguson, 1322 N. Niagra Street, Burbank, CA 91505. (818) 846-0972.

76-2597. Black, black vinyl, 4-speed, swing-outs, rear defog, only 4,000 miles. Rare find. Stored by Chevy dealer for 16 years. Purchased new in 1992. Wife says we need the dough so the toy gotta go! \$7,900. Will send photo if truly interested. Call (802) 464-2397, leave message. Tiido Tennelo. Wilmington VT.

76-2667. Black, black vinyl. Swing-outs, AM/FM radio, 48K. Body starting to go, needs restoration. Hutton Webers, Hurst shifter. Some new parts ready to install, plus two stripe kits. New Pirelli tires and all manuals. Engine strong. \$1,800 or best offer. Call Tom Buerger (334) 639-0735 or if not home leave message and phone number. Mobile, AL

76-2677. Firethorn, firethorn vinyl. Turbocharger built special for Cosworth. 5 speed, 19,000 original miles. Factory am/fm stereo cassette player, owners manual and window sticker. Original owner, always stored in garage. Looks brand new. Rare find! Dr. Gladney, (817) 488-5105.

76-2734. Black, black ? Car is in showroom new condition. 5-speed, 4:10 posi, AM/FM stereo. Spare tire never on ground. Recent \$2,000 paint job. Won first time in show. Never smoked in. \$5,900. Robert Moody (770) 921-5325 Lawrenceville, GA

76-2771. Black/black cloth. 5sp, rear defog, swing-outs, am/fm cassette, no accidents, clean in+out! Daily driver, runs great, will deliver. \$2,500. Ernie Garcia, Lancaster CA, (805) 726-0092 leave message.

76-2864. Firethorn, firethorn cloth, 5 speed, 3.73 posi AM/FM, swing-out quarter windows, air conditioning with electric fan, three core radiator, updated appearance including body color bumpers and black-out treatment and 2 1/4 exhaust. Best offer over \$2,900. Or will replace stock engine with 10.5:1 engine for an additional \$ 900. Or trade for Cosworth parts. I will also consider trade ins Delivery can be arranged. Tim Morgan (713) 493-2488

76-2900. Medium orange, black vinyl. Monza muffler with chrome tip. Purchased new April 1977, 5 speed, always garaged, 25,000 miles, Delco seek/scan radio, IECO console and air conditioning installed. \$3,995. obo. Dr. Swan Richardson, (817) 968-3365 after 5pm. TX

76-3072. Firethorn, firethorn vinyl. 4-speed, AM/FM 8track, original tires & paint. Beautiful car in excellent shape. 17,000 miles. Asking \$6,000. Frank Paretto, Sterling Heights, MI (810) 979-0621

76-3097. Buckskin, buckskin Vinyl, 4 Speed, 3.73 and Fixed Quarter Windows. Needs complete restoration. \$1,500.00 includes good used right front fender extension with partial core support, good used header panel and good used hood. I will consider trade ins and / or trades. Delivery can be arranged Tim Morgan (713) 493-2488.

76-3170. ?/White interior. Fair condition. Call for details, (914) 229-2463. Nick Lusito, 44 Terwilliger Rd, Hyde Park, NY 12538.

76-3420. Blue with white interior. 18 K, 5-speed, swing outs, rear defog, original spare and lots of documentation. Unrestored #2 car! \$5,900 obq. Randy Borelly, 610-857-9045 Coatesville, PA

1976 IMSA RS Champion Sparkplug Challenge Cosworth Vega race car. The only known surviving professional race series modified Cosworth. Was campaigned by "Golden Eagle Racing" in 1980 & 1981, by Mark Grimm as a Solo 1 & 2 race in 1985 & 1986. Full front to rear NASCAR type rollcage, accusump, fire system, dual airhart master cylinders, Monza front brakes, three link adjustable rear suspension, Delrin bushed a-arms, boxed rear links, specially wound springs, adjustable Koni and Spax shocks, fiberglass flares, fiberglass bumpers, 4.10 posi rear end with complete spare 3.73 posi rear end, oil cooler, special 4 core racing radiator, quick ratio steering box, 13 x 7 racing wheels and fuel cell. All chassis seams have been rewelded and special strengthening has been added to the rear suspension mounting points. less engine and transmission \$ 4,750.00. With 11.5 : 1 sleeved block E prepared race engine with Weber 45 carburetors super T - 10 4 speed transmission with hurst shifter and Tiltion double disc clutch \$ 7,750.00 For heavy duty block add \$ 1,000.00. For 12.5 : 1 engine with " O " ringed" head add \$ 750.00. Trailer for above \$ 950.00. Delivery can be arranged. Tim Morgan (713) 493-2488, Houston Texas

Parting out cars

76-3357. Firethorn, firethorn vinyl. Hood, hatch, glass, taillamps, grille, nose panel, door panels, etc., NO ENGINE PARTS. (607) 334-7259 eve, Jim Blunden, Norwich, NY.

76 Vega GT Hatchback. no engine or transmission, 2:93 rear end, factory air, good body except rust in battery area, orange with poor saddle interior, title \$200. Dick Lang (503) 363-4797 evenings. Salem, Oregon.

Parts for Sale

NOS LOT: \$250; intake/head gasket, cam cup, fuel filter, 8 EFI grommets, exhaust gasket, pulse tube, 4 gas-filled o-rings, valve seal set/installer, vertical swing-out mldg, cowl seal w/clips.

NEW REPRO/AFTERMARKET LOT: \$400; Hutton 1 piece dash bezel, 2 hutton 75 clutch cables, cam belt, stripe kit, fuel filter, 12pt chrome camcover bolt kit.

USED INTERIOR LOT: \$50; Cos horn button, dash plate, 75 sunvisor(drivers side)w/decals intact.

USED ENGINE LOT: \$300; 1 pulse tube flares intact, pulsair manifold w/hoses + ck valves, timing belt cover, computer w/brackets.

USED EXTERIOR LOT: \$100; 75 wheel w/195/70SR13 Faulken tire, bumper jack w/base+handle, hold down hardware for jack & spare, mldg swing-out right horizontal, mldg swing-out vertical, mldg windshield top left.

LITERATURE LOT: \$100; 2 Cosworth shop manual supplements, 75 owners manual, visor sleeves, warranty folder, tire warranty, build sheet for 0216, Cosworth showroom brochure, Hutton EFI troubleshooting manual
ALL SIX LOTS (TOTAL \$1200) FOR \$900!

LES BRIGGS, 1408 PARKSIDE DR, EVANSVILLE, IN 47714 (812) 428-7063

One set of used DCOE 42 carburetor conversion kit with twin chrome air cleaners, interconnecting throttle linkage, throttle cable bracket, fuel pump harness, manifolds and instructions. \$ 550.

-One set of new Mukuni 44phh carburetors with interconnecting throttle linkage, throttle cable bracket, manifolds and twin chrome air cleaners \$595

-Rebuilt Cosworth Vega 2.0l long block assembly with sleeved block, 10.75 : 1 pistons, rebuilt bushed connecting rods with SPS bolts and floating pin, rebuilt ported cylinder head with stainless steel valves and silicon bronze valve guides, .371 lift cams, new clutch and 2020 pressure plate resurfaced flywheel and balanced assembly. \$2,950. Including shipping in the continental USA

-Used Cosworth Vega 2.0l long block assembly w/ 10.25:1 pistons, balanced assembly, flywheel, clutch and pressure plate \$1750. including shipping in the continental USA Tim Morgan, Houston, TX (713) 589-0449

NOS PCV Valves, AC# CV784C, brand new in original boxes, \$25 each postpaid. Lou Alvino, 158 Piaget Ave, B1 Clifton, NJ 07011 (201) 340-8238

Engine parts and other stuff galore. TOO MUCH to list. Call Jim (614) 481-1332 H or (614) 421-6821 W. Or send double stamped SASE for list. Jim Reardon, 1309 Neil Ave, Columbus OH 43201

Refinished Cam cover, asking \$80. Tom Pilcher, Centreville, VA (703) 818-8089

New '75 Cosworth clutch cable, \$50. Used 4:10 ring/pinion, \$125. Used Borg Warner T50 5 speed transmission, 15C266567, 108154, probably out of 75 Monza. \$75 Dick Lang (503) 363-4797 evenings. Oregon.

Vega rims 8" & 9" wide, pr of each, sold as set, \$150 set; '76 black plastic interior trim panels, \$50; NOS bare cylinder head, \$300; NOS left front fender, \$125; Pair used fenders in fair condition, \$100 for pair; '76 headlight asm w/lower grill asm, \$50; '75 headlight asm w/grill and header panel, \$100; Rear hatch asm w/glass, fair condition, \$80; (2) hoods, fair condition, \$50 each; 4 speed transmission, needs syncros, \$50; Front or rear bumper, painted black, \$50 each; NOS air filter elements, \$15; New aftermarket, '76 brake cable; all for other bits of parted out '76 (NO engine bits) John Cowall, Allen Park MI, (313) 388-1026 (H) after 6pm or (810) 435-7540 ext. 117 from 8 to 5pm

75 Cosworth engine complete except no pistons. With rad, alt, and pulse tubes. \$500. Contact: Wayne Grissett, 3043 Duluth St., Niagra Falls, NY 14305, (716) 282-6905

2 Cosworth engines, one complete assembled used 50K, one disassembled. 4 wheels-76, ft seats black vinyl-fair, dash, 2 EFI systems, 1 ECU, 1 header, EFI manual, 4-speed trans/shifter. Call (800) 957-4222, Kurt Kudock, 4313 E.Center St., Conneaut, OH 44030. Lake Erie area.

Parts Wanted

Fan shroud, fuel pump shield and hood seal. Art Treta, Forestport, NY (315) 831-8457

NOS front fenders, L + R. Steve Sartori, W. Stockbridge, MA (413) 232-7169

Good used CV fuel filter bracket and clamp. Call Brett Cairns 1429 Villiers Line, RR #1 Keene, Ontario - Canada (705) 295-6066.

'75 Vinyl seat covers(NOS), lower air deflector, front spoiler, IECO console, clock, tach. NOS or good used. Jeff Corkren, Box 288, Raymond, MS 39154. (601) 857-8573 day, (601) 857-8947 nite, or (601) 857-2346 fax

Set of 2.3L pistons, std size. Complete right taillamp assembly for 75, left front headlamp bezel for 76, NOS or excellent. Bill Clark, Hinesburg, VT (802) 482-3038

Lower air deflector, NOS or good used. Headliner for Blue Cosworth. Call Steve Mayefske, Green Bay WI. (414) 434-3652.

Eight '75 lugnuts, NOS or good used. Tom Redfern
Poulsbo, WA (206) 779-4091

Fuel filler neck with restrictor in tact, P/N 353922 (stamped
on back of mounting flange), believed to be used on '74 to
mid '76 HV hatchbacks. (The late '76 used a different P/N)
Duke Williams, Redondo Beach, CA (310) 372-5527

Miscellaneous

"The H07 Registry - for 1975-1980 Monza 2+2, Starfire,
Skyhawk, and Sunbird Sport Hatch with the 2+2 (H07)
body style. The purpose of the registry is to create a
communications network for H07 owners.

Visit us on the internet at
<http://home.earthlink.net/~h07/reg/main.htm>

Interested owners send a SASE to: The H07 Registry, PO
Box 2653, Mission Viejo, CA 92690.

e-mail: h07@earthlink.net

Copies of the Sport Compact Car magazine: May 1996. \$4
each including postage. Jim Rigg, 11528 S. Thornberry Ct.
Draper, UT 84020 (801) 523-8805

Literature: Sunday Driver by Brock Yates, 1972 first
edition, good condition w/ dust jacket \$11, Photocopy
spiral bound 75 C.V. Service and Overhaul Manual
Supplement good unmarked condition. \$15. Chevrolet
Introduces The Cosworth Twin Cam WRV 3/75, 4-page
sales brochure \$7.50. Dick Lang (503) 363-4797
evenings. Salem, Oregon.

ORIGINAL COSWORTH ITEMS: Full color showroom
brochures-- Cosworth only, \$9.; '75 and '76 Vega
INCLUDING Cosworth section, \$5./year. '75/'76 Chevrolet
paint chip sets, \$3./year. Accessories brochures, \$4./year.
Cosworth Vega Shop Manual Supplement \$30. Cosworth
wiring diagrams, \$4. Also have regular Vega manuals,
Brochures, etc. plus over 125,000 different items for all
USA & import cars/trucks. Paul Politis Auto Literature
Shope, Fort Littleton, PA 17223. M-F, 9-5,
1-800-526-7099 or (717) 987-3702. 24-hour fax (717)
987-4284. Visa/MC/Discover

ORIGINAL COSWORTH VEGA LITERATURE:

Large selection of Cosworth Vega sales brochures,
factory manuals, etc. Send stamped envelope for free list.
Be sure to specify "COSWORTH VEGA" as I have lists for
all other cars / trucks / motorcycles / worldwide. Walter
Miller 6710 Brooklawn Pkwy, Syracuse New York, 13211.
(315) 432-8282 . Fax (313) 432-8256.

Your ad could have been here!

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, Preferred.**

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

***Fax**, the Rupert's number is (412) 821-1802.
The drawback to this is that our Macintosh must be
on. Usually Monday-Thursday 9pm to 11:30pm,
weekends vary. Eastern standard time.

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

[CVOA INC@aol.com](mailto:CVOA_INC@aol.com)

- HELP WANTED -

**You the members can make
Cosworth Vega Magazine
even better by sending in :**
... Articles ... Any notable news ...
... Tech Tips ... Sell / Want ads ...
**We always invite any feedback
but are specifically looking
an *Actual failure & Fix you*
may have had with your Cosworth**
**We also have had requests
for tips from experienced
Weber carb users**
**4th Quarter 96 deadline:
November 1, 1996**

4th QUARTER '96 COSWORTH VEGA MAGAZINE DEADLINE

Deadlines for articles and advertisements in the 4th Quarter issue of the Cosworth Vega Magazine is November 1, 1996

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

Inserts for the magazine will be accepted as late as November 10, 1996

CVOA ADVERTISING POLICY

Business Advertisements

1/4 page - \$25

1/2 page - \$50

Full page - \$100

Full page inserts - \$45

BUSINESS CARD ADS (copy of card) - \$10

(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

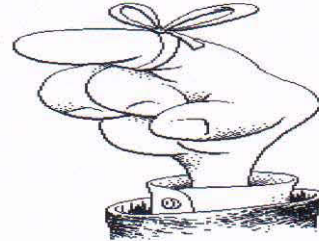
Non-member ads are charged \$15.00 for an advertisement in two consecutive issues. Cosworth data (dash #, VIN, color combination, options) must be included.

Photo charge \$20 each

(Sorry, black & white only. We can use any photo, color or B+W, as long as it is a clear picture. Will be reduced to a 3x4 to fit column.)

Please mail all advertisements / articles to:
CVOA Magazine
147 Hiram Street
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:
TO SEND ADDRESS CHANGES
TO CVOA!
AT MINIMUM PLEASE CALL
AND LEAVE NAME AND
YOUR NEW ADDRESS
(412) 821-8429**

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

REGION 1 - MA, RI, NH, ME, VT, CT
Mike Gauvin, 148 S. Bennington Road
Bennington, NH 03442
603-588-2524

REGION 2 - NJ, NY
Robert Colon, Box 580204 Mt. Carmel Sta
Bronx, NY 10458
718-367-5040

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

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

REGION 5 - FL, PR, VI
Presently merged with **Region 12**

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

REGION 7 - OH
Presently merged with **Region 3**

CVOA REGIONAL DIRECTORS

REGION 8 - MI
John Cowall, 9677 Fox
Allen Park, MI 48101
313-388-1026

REGION 9 - IA, KS, NE
Presently merged with **Region 17**

REGION 10 - IN, KY
Need director A.S.A.P.

REGION 11 - IL, MO
Jim Stallwitz, 4410 Meadow Drive
Pekin, IL 61554
309-925-7881
**(Roy Linenberger, Brad Stone to take
over this soon)**

REGION 12 - TX, OK, LA, AR
Tim Morgan, 11202 Valley Stream
Houston, TX 77043
713-589-0449

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

REGION 14 - OR, WA, ID, MT, AK,
UT & Hawaii
Jim Rigg, 11528 S. Thornberry Court
Draper, UT 84020
801-523-8805

REGION 16 - All of California
Duke Williams, 1720 Goodman
Redondo Beach, CA 90278
310-372-5527

REGION XVII - ND, SD, MN, WI
Dale Malin, 1020 Dale Street
Hutchinson, MN 55350
612-587-7506

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

If you would like to be a director in a region that has merged into another, please contact Steve Mayefske.

CONTINUED FROM PAGE 11

poor reliability, and the Chevrolet that was the dream of World Champion Grand Prix cars and Indianapolis winners,...This dual personality which makes the Cosworth Vega, unique in Chevrolet's history also makes it among the rarest of Chevrolets."

To retrogress some--The opening lines in an extensive report on the Cosworth Vega in Peterson's The Complete Chevrolet Book, 4th Edition, 1975 went like this, "In '74 the automotive press devoted a few barrels of ink to the 1974-Cosworth Vega, but, embarrassingly, the car never reached the showroom floor. Now that we've sufficiently wiped the egg from our face, we're going to cross our fingers and toes and say that the TC (twin cam) Vega is really here this time." That gives you an idea how eagerly awaited the TC was twenty years ago.

And I can still recall the first time I saw the TC. The hood was up and the sight breathtaking as was the overall appearance of the car.

The next time I saw the Cosworth Vega was in March, 1976 in a "one car" showroom in Saline, Michigan when I took our newly purchased Monza in for service. We had enjoyed the sporty features of the Monza, but after a night of "I have to have that car", we turned in the Monza and

drove #1000 home. Three of our five kids were still living with us. That meant five of us had to rely on the Cosworth for our only transportation. In addition to hauling the kids to baseball, hockey, football, figure skating, school, etc. Harriett drove me to and from the Ann Arbor railroad station- five days a week while I commuted to Detroit. Believe me, Harriett is thoroughly familiar with the car. Most of the current mileage was run up during an eight year period until we added a second car.

In 1981 we heard about the CVOA Roundup in Detroit

and discovered the Cosworth was regarded as more than just transportation. I had always thought so and the existence of the CVOA confirmed it. #1000 is right near the 100,000 mile mark now. And since Bill Hutton "massaged" the engine last year--the car has never run better. It really wants to go. I know the engine would take 8000 rpm for several miles, but I'm not so sure about the steering gear, suspension, etc. although all appear to be in good condition--but 100,000 miles?

We always look forward to the Roundups with great anticipation to once again see the CVOA folks and their cars. Until then, here is one final quote from Automobile Quarterly: "Cosworth Vega--a true pioneer and vanguard of today's 16 valve sport sedans".



Lou Marr (driving) and John Cowall heading for the track in #1000

Photo: Brian Pecenco

Cosworth Vega

quarterly magazine

147 HIRAM STREET

PITTSBURGH, PA 15209-2133

ADDRESS CORRECTION REQUESTED

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