

COSWORTH VEGA Magazine

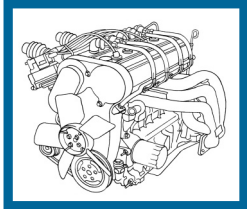


The Official Publication of the
Cosworth Vega Owners Association



Issue #107

4th Quarter 2011

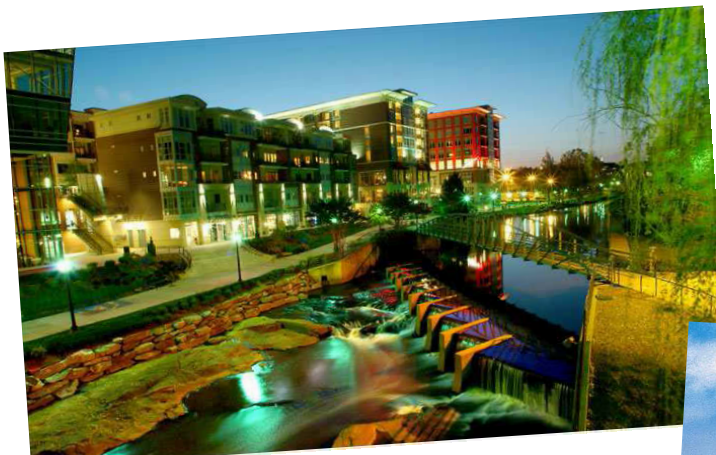


ROUNDUP 33

JUNE 21ST - 24TH
GREENVILLE, SOUTH CAROLINA

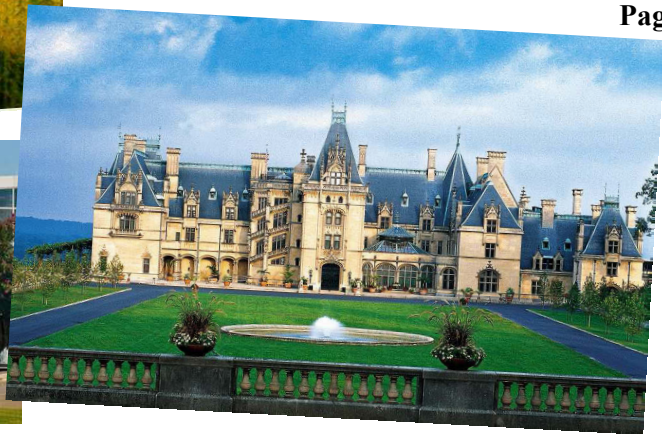


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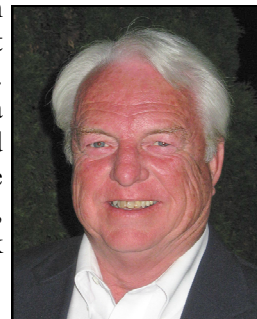
Hopefully everyone had a Blessed Christmas and a good start to the New Year. I don't know how it's been around the rest of the country, but this has been the strangest winter I've ever seen in the Midwest. It has made a number of attempts to get started for two or three days at a time only to stall and warm up again with many days stretching into the fifties and a couple in the sixties. As I write this I know we still have some time left for winter to do its thing, but time is growing short. We certainly won't have our normal run of thirty to forty straight days below freezing.

As we're waiting to see spring make an appearance, Paul Chicky has things coming together very nicely for Roundup 33. The plans are in place and you can read all about them as you go through this issue of the magazine. It's our first venture into the southern part of the country since Roundup 28 in Deltona, Florida. Paul has a number of different activities scheduled and it looks like we'll have lots of time behind the wheel of our Cosworths. Start making your plans now to attend. If you are thinking you would like to host Roundup numbers 34 or 35, please send your requests to me so that we can put them on the agenda for our Director's Meeting in Greenville. There have been some discussions about a couple of venues but we would like something in writing to formalize the process. It would be great if we could get back to planning on a three year cycle.

One other item that will be on the agenda is our yearly election of Club Officers. If you would like to nominate someone or yourself for a position, please do so within the next two months. Mike Rupert and Chuck Larsen are up for re-election but I will be stepping down. Another reason you'll want to be in attendance is because of the "Malin Effect". Several years ago during the Directors Meeting, Dale had to step out for a while and he missed part of the discussion and the voting. When he returned to the meeting he found out that he had not only been nominated for President but had been elected! Just something to keep in mind. We are also taking nominations for the Robert A. Maloy Memorial Award. So don't procrastinate, get your nominations in.

In the last magazine I wrote about swapping out my front seats for a pair from a Pontiac Solstice. With the milder fall weather, the clone didn't get put away as early as usual so I had some time behind the wheel with the new seats. I mentioned that when the Solstice seats were mounted to the stock seat tracks they were not only tilted more but were also higher. I was able to change the angle of the seat bottom some as well as lower it a little, but after spending more time in the car, the seating position seemed to really change the personality of the car. Instead

of sitting fairly low, the change in angle and height gave a different perspective from behind the wheel. It was sort of like being in a minivan, a combination not suited for the car. So until I can figure out another way to mount the seats, the stock ones have been put back in the car.



Having some experience in the past living in North Carolina for a couple of years, I know the humidity can make things a little warmer than I'm accustomed to. I think it's finally giving me enough incentive to put the A/C system in the car. I've had a used after-market kit sitting on the shelf for eight years, so I guess it's time to put it to use. That will be my main activity getting the car ready for Roundup 33, a little less strenuous than the drive train swap for Carlisle last year.

I'm expecting we'll have a good turnout this year as a carry over from the participation we had last year. Paul has planned a nice road trip for us as well as a chance to show your muscle on the drag strip so get your Cosworth in shape for some exercise and bragging rights!

Onward to Greenville!



Cosworth Vega Muscle Car Gold Frame Watch

Features: Quartz movement, 1 ATM water resistant, silver oxide battery. Packaged in a white gift box. Specify men's or ladies when ordering. Please allow 10 days for production and shipment. \$29.95 plus \$6.00 shipping .



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Cosworth Vega Magazine

Fourth Quarter 2011 Issue #107

The Cosworth Vega Owner's
Association Quarterly Magazine

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If you have information on your CV that was not supplied with your membership or renewal application, please send it to the registrar to update the CVOA records.

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Message from the Editor

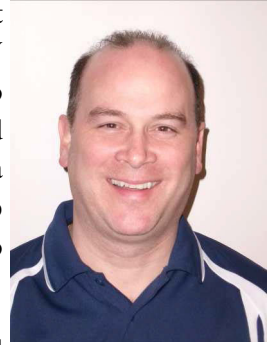
It is hard to believe that this issue of the CV Magazine is our Roundup 33 preview issue. Seems like yesterday I was putting the finishing touches on the Roundup 32 wrap up issue. As you will read in the pages that follow, Paul Chicky will be hosting Roundup 33 in Greenville, South Carolina. The event schedule is packed with fun and interesting things to do and I am sure if Paul puts half the effort into the Roundup that he does his beautiful CV, it will be a huge success. You will find a registration form inside so make sure to get it filled out and a sent in with your payment as soon as possible.

Winter is drawing to a close and New Hampshire and the rest of New England has been very lucky this year to have a very mild, almost snow free winter. Hopefully the mild temps gave a lot of folks an opportunity to work on their cars more than they normally could this winter. I wish I could say I was one of them. No such luck. This winter was a very busy one for me at work and with the family and I am only just now getting to #3173 to tackle the punch list of items before the show season starts. Don't even mention #2554 and #0212 and my parallel restoration plan. I am planning to have a lot more time over the spring to get those projects started. Wish me luck!

I would like to take a minute to give a special thanks to CVOA member Ron Michaels from Booger Holler Racing who was kind enough to respond to my request for a couple of CV or Vega rear window frames so we could get the swing out window molding project started. Ron cut them out of a donor car and shipped them at his own expense. They look great and I am now talking with a couple of vendors who would be willing to look at the frames and quote the club on a run of them. Ron, we can all think of you when we bring our CV's out with a brand new set of swing out window molding!

In addition to the Roundup 33 preview, you will find a very interesting How-To article by Chuck Larsen that shows you how to replace the CV's in-tank fuel pump and high pressure pump with a new unit designed for a V-6 Pontiac Fiero or Camaro. Even though Chuck admits it is not a project for true CV purists, it is a great way to replace a faulty high pressure pump with a much more cost effective unit that will do the job. Many of you have cars that are drivers that you just enjoy taking out on a

sunny day and don't really care if it has an in-tank Fiero pump or a CV high pressure pump. Something to think about if you have a driver and are looking at a \$250 bill for a rebuild high pressure fuel pump versus about \$60 for a new Fiero unit.



Another article you may find interesting is my product review of the Spohn Performance adjustable Panhard arm for H-body cars. I was very impressed with this product from both from a design standpoint as well as the overall quality of the product. It is a great solution if you are having issues with rear tires rubbing on the inside of the wheel well or if you are looking for an upgraded, heavier duty replacement for the stock arm. Check it out.

You will notice that I have added a new section to the magazine, "New CVOA Members", to welcome new members to the club. This will run in each issue and will be a listing of each new member since the last issue along with their town or city and state. We want to show our appreciation and recognize the new additions to the CVOA family.

Lastly, in every issue of the magazine I try to include one of our most popular columns, the Member Spotlight. Unfortunately, this has become an increasing difficult column to get people to submit content. If you have a CV and would like to tell it's story and your own, I would really appreciate it if you write up a short article, on paper or electronically, along with a few pictures and submit it to me. It does not have to be fancy or grammatically correct as I will edit it for you and get it all cleaned up for publication. CVOA members love to hear what other members are up to and learn the story behind their cars.

For the cold climate dwellers, spring is just around the corner so it is time to think about getting your CV out of hibernation soon and getting to ready for a show, cruise night or just out for a drive. I look in the mirror as I write this I am the first one on the list that needs to his butt in gear!





New CVOA Members!

Steven Butler	Killeen, Texas	Jason Mannion	Dudley, Massachusetts
Donald Czech	Longwood, Florida	Michael Meo	Cresson, Pennsylvania
Terry Dellinger	Lincolnton, North Carolina	James Stevens	Bangor, Maine
Charles Gore	Peterstown, West Virginia	William Ulicky	Stanfield, North Carolina
Albert Hernandez	Sarasota, Florida	Stanley Wells	Luling, Louisiana
Brad Lauver	Mills, Pennsylvania	Kenneth Witman	Gilbertsville, Pennsylvania
Wayne Melonson	Seattle, Washington	Manny Athans	Gilbert, Arizona
William Mouse Jr.	Chambersburg,	Ross Barker	Margate, Florida
Ken Smith	San Rafael, California	Dan Cecil	Pittsburgh, Pennsylvania
Robert Walker	Owings, Maryland	Delmar George	Cambridge, Ohio
Michael Willhoit	Springfield, Missouri	Ted Padich	Lake Worth, Florida
Kevin Evans	Cranford, New Jersey	Joseph Payne	Modesto, California
Kyle Pezold	Litchfield, Illinois	Steve Schott	Saint Joseph, Missouri
Bruce Borella	Fawnskin, California	John Stultz	McPherson, Kansas
Dana Hufford	Monticello, Indiana	Wilson's Automotive	Foley, Alabama

Robert A. Maloy Memorial Award Winners



CVOA founder Bob Maloy

In recognition of your many years of dedication to the Cosworth Vega and your relentless support of the ideals and goals of the Cosworth Vega Owner's Association.

<u>Year</u>	<u>Name</u>
1992	Steve Mayefske
1993	Mark Rock
1994	Lou and Harriet Marr
1995	Mike and Susan Rupert
1996	Duke Williams
1997	Bob Chin
1998	Clark Kirby
1999	Doug Perkins
2000	Tim Morgan
2007	Brian Harpst
2008	The Web Crew (Jerry Smith and Mark Rock)
2009	Jim Rigg
2010	Dale Malin



CVOA Roundup 33



June 21 - 24, 2012
Greenville, South Carolina

Program of Events



Hotel

Courtyard Marriott
115 The Parkway
Greenville, SC 29615
Phone: 864-213-9009 Fax 864-213-9719

7:00PM - Greer Drag Strip for “Grunge Night”
Bring and race anything on the 1/8 mile drag strip!
(\$7 entrance fee - not included in
Roundup registration fee)



CVOA guaranteed rate of \$84 per night through May 31, 2012. First come, first serve on room reservations. After the CVOA block of rooms are taken or after 5/31, it's prevailing rate at that time and subject to availability.

Thursday, June 21, 2012

1:00 – 5:00PM - Arrival and registration
2:00 – 4:00PM - CVOA Annual Directors Meeting
at the hotel
5:00PM - Cosworth Caravan to Mutts B-B-Q,
Highway 14 Greer, South Carolina
for dinner and socializing



Friday, June 22, 2012

7:00-8:00AM - Breakfast at Hotel

9:00-12:00 Noon - Tour of BMW Manufacturing
Plant and BMW Zentrum Museum



12:00 – 1:30PM - Lunch at the Runway Cafe at
Greenville Airport

1:30 – 3:30PM - CVOA Concours judging at Greenville Airport in the hangar next to Runway Café



3:30 – 4:00PM - Ice cream social at airport

4:00 – 5:30PM - Relax back at hotel

5:30PM - Depart to Downtown Greenville for a night on the town and to show off the cars. Jazz music and dinner at a restaurant of your choice.

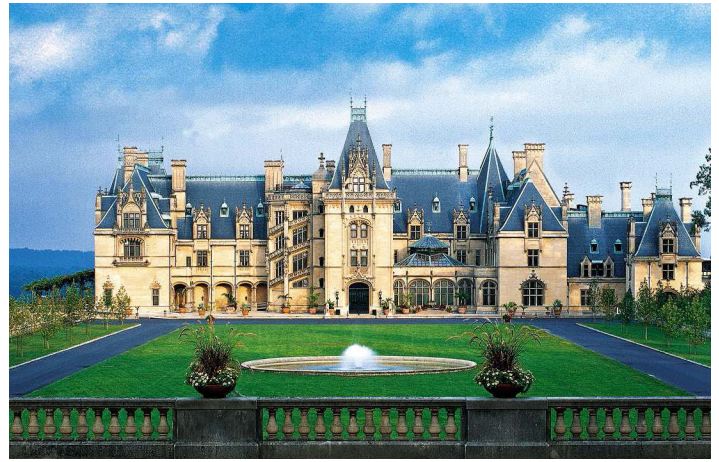


Saturday, June 23, 2011

7:00-8:00AM - Breakfast at Hotel

8:00 – 10:00AM - Drive to Asheville, North Carolina to the Biltmore House

10:00AM – 4:00PM - Tour of the Biltmore House, the largest private mansion in the United States build by the Vanderbilt's in the early 1900's. Lunch on your own at the Biltmore House.



4:00 – 6:00PM - Travel back to Greenville.

7:00 - 9:00PM - CVOA Awards Banquet at Timmons Arena - Furman University

We will be able to pull the Cosworths into the air conditioned basketball arena and have the banquet with all the cars indoors. When awards are given, the winning cars will be right there!

Sunday, June 24, 2011

7:00 – 9:00 Farewell Breakfast

For more information on the events and sites for Roundup 33 visit these web sites:

Hotel

<http://www.marriott.com/hotels/travel/gsp-ph-courtyard-greenville-spartanburg-airport/>

Biltmore House

<http://www.biltmore.com/>

BMW Factory Tour

<http://www.bmwusfactory.com/zentrum/>

Greer Dragway

<http://www.greerdragway.com/>

Mutts BBQ

http://www.muttsbbqgreer.com/About_US.html

City of Greenville

<http://www.greenvillechamber.org/see-greenville.php>





Replacement High Pressure Fuel Pump

By Chuck Larsen

I'll start with this; if you're a purist CV owner, there won't be anything of interest for you in this article and you'll probably throw rocks at me. But if you have an open mind and your high pressure fuel pump has moved its last ounce of fuel, what I offer here is an alternative to sending it out to be rebuilt.

I was finishing up preparations on #2967 for the 2011 Roundup in Carlisle, Pennsylvania and I was running out of time and thought all was ready. With the car parked in the garage I noticed a spot on the ground just behind the right rear wheel. To my dismay, I saw that the rubber hose connecting the fuel tank with the hard line on the chassis was old and split. I raised the car up and made a replacement, although in my haste it was a bit too long. It had a kink in it, but with a deadline looming, I hurriedly twisted it around and got it unkinked...or so I thought.

We made it to Carlisle with the car in tow on Friday. Backing the car off the trailer, I noticed the high pressure fuel pump under the back seat was making a loud buzzing noise. Since the car seemed to be running okay, I chose to ignore it. It ran fine the rest of the weekend, except for an occasional hiccup. By the time the autocross came around on Sunday I had trouble keeping it running, barely making it up the incline to the start. The only run I made was a disaster with the engine cutting in and out. I tried diagnosing the problem in the pits, but it was too late; the pump had died from starvation.

Once I got back home, I weighed my options. I could spend the \$250 or so purchasing a replacement high pressure pump. Or I could find a modern replacement to fit in the tank to replace the low pressure pump. Since #2967 isn't a concours quality example, I decided on the latter.

On my '73 V8-powered Vega I had replaced the fuel pump many years ago with one that GM offered for a performance package on mid-'80s Camaros, so I knew that the size was similar and should fit the bracket. But that one was for a carbureted car.

I surmised that a fuel pump for a six-cylinder multi-port fuel injected car should be able to supply a sufficient volume of fuel for the high-revving Cosworth, so I ordered one for a V6 Fiero/Camaro from RockAuto.com. The parts numbers are Bosch 69222 for the pump and 68008 for the strainer sock.

I removed the tank from the car and the sender/pump unit from the tank. The sender is removed by tapping the lock ring in a counter-clockwise direction with a punch (I use a flat end chisel) until it releases.

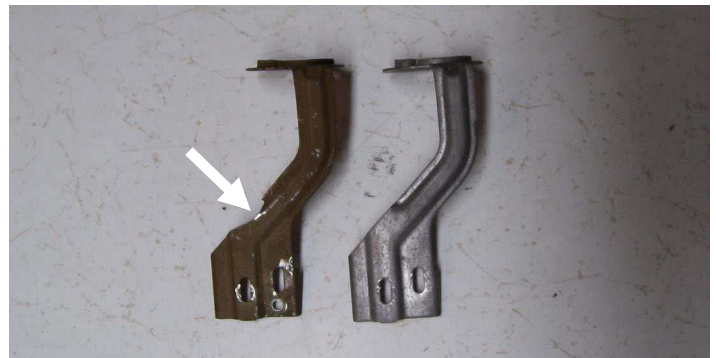


Stock configuration of the low pressure pump and the fuel gauge sender as removed from the tank.



The low pressure CV pump next to the Fiero pump. As you can see, the Fiero pump is about 3/4" longer than the CV unit.

The bracket holding the pump is in two pieces, held together with screws in the middle to allow for removal and installation. The rear portion of the bracket needs to be extended to allow for the extra length of the Fiero pump. However, at that point the bracket will interfere with the stop tab for the fuel gauge float arm so it must be ground down for clearance as pictured below.





Pump assembled mounted on the bracket. Note that two new holes must be drilled for the screws.



Other side of pump assembly.

The hose connecting the pump to the steel line must be shortened from what is supplied in the pump kit. The nipple on the pump must contact the steel line when assembled, otherwise there won't be enough overlap on the bracket to be able to attach the halves together.

The electrical connection between the two pumps is also different. The CV pump uses screw terminals while the Fiero pump has a snap connector. There is enough room for the snap connector when installed, but the terminal on the ground wire must be changed for a ring tongue end so it can be attached



Fiero wiring harness with snap on connectors.

with one of the screws of the bracket. The positive lead was changed for an insulated spade connector, so not to short against anything when installed. Since the conductor on the CV is a strap instead of a wire, I trimmed the side of the end of the strap so it would slip into the spade connector. Then I neatly folded the wire and strap so it would be out of the way and zip-tied them to the steel fuel line.

Unfortunately, the design of the filter sock is also different between the CV and the Fiero. The sock for the CV was



Fiero sock with zip ties attached.

positioned straight out from the end of the pump, while the Fiero sock is mounted at a right angle. Because of the limited space in the tank, I decided that I would mount the sock under the float lever.

To make room, I used a pair of zip-ties spaced far enough apart that the sock would be squeezed and allow enough clearance for the float lever in between when it is in the "empty" position.



Assembled fuel pump and sender unit with the float lever in the empty position.

With the sender in the tank and the tank back in the car, the next chore was to remove the original high pressure pump and connect the two portions of the fuel line. Once the old pump is removed, the electrical harness can be taped off and zip-tied out of the way. I pushed mine back through the hole in the chassis so it would be out of the way under the rear seat cushion and siliconed a small scrap of sheet metal over the hole in the floor. Using a length of 3/8" brake line from the parts store, I bent an "S" in it to clear obstructions and mate to the two steel lines, and used fuel injection hose to connect it all together. DO NOT use regular fuel hose on the high pressure side of the system! One could just use a length of fuel injection hose instead of the steel line but I'm not a fan of long lengths of hose under the car. I even reused the brackets and shield for the pump on the bottom of the car for a clean look.

With the new pump the car performed as before, even in high speed track use. Should I ever need a replacement pump, I can get one at just about any auto parts outlet.





Product Review

Spohn Performance Adjustable CV Panhard Arms

By Tod Erickson

As I made the frantic push to get #3173 ready for Carlisle last spring, I was primarily concentrating on getting the paint finished and making sure it was ready to go into Building T. I really did not have a lot of time to shake out the suspension and drive train and see what items were in need of attention. So many things had to come together in such a short period of time that it was a wonder I even made it to Carlisle in one piece!

After I got the car back to New Hampshire, it was time to hit the summer car show circuit and have people get to know the CV. As my son Tyler and I drove to the various shows, I was surprised at how dialed in the car was. Sure, I made a punch list of small items I needed to attend to but overall I was quite happy with how it was running. I did run into one bigger issue that I needed to handle over the winter. I began to hear a rubbing sound when going over bumps or dips in the road and upon further inspection, I discovered that the top of the drivers side rear tire was rubbing on the body. The old Panhard issue had reared its head. I took out a yard stick and tape measure and laid the yard stick face flat against the tire. I then took my tape measure and measured from the inner wall of the wheel well to the yard stick. I repeated the process on the

one for #3173 ('76) and #0212 ('75) later this year, I figured I would order both to try and also to review for the



Spohn Performance adjustable Panhard arms for H-body cars. The arm for '75 model year cars is on top, the '76 on the bottom.

passengers rear tire. S u r e enough the rear drivers tire was a 1/2" closer to the wheel well than the passengers. This also explained why the car would pull to one side and not track straight when going in a straight line, even though the front alignment was pretty close to being spot on. Because the driver side rear tire need to be moved away from the wheel well, I figured I would try out one of the adjustable Panhard arms for the H-body cars from Spohn Performance (<http://www.spohn.net>). Spohn makes a wide variety of suspension and chassis kits for everything from H, A, B and F-body cars to pickups and SUV's. I had read about Spohn's Panhard arms a few times on the Yahoo CV Group, so I thought I would give it a shot. Since I need



Stock '76 CV Panhard arm on top, Spohn unit below.

I put the rear of #3173 on jack stands and then put a floor jack under the rear differential. This would give me enough clearance to work under the car but also let me move the rear-end up and down as I positioned the new arm in place. I removed the old Panhard arms and had the new Spohn unit in place in about 30 minutes, not including jacking time. At first, I tried to get the adjustable arm very close to the measurement I would need, but after getting the Spohn arm in place, I actually found it easier to adjust it while it was mounted in the car. The adjuster portion of the arm stays very accessible right under the mounting bracket where the arm mounts to the body. Just grab a 1" and a 1 1/8" open under wrench and



passengers rear tire. S u r e enough the rear drivers tire was a 1/2" closer to the wheel well than the passengers. This also explained why the car

would pull to one side and not track straight when going in a straight line, even though the front alignment was pretty close to being spot on. Because the driver side rear tire need to be moved away from the wheel well, I figured I would try out one of the adjustable Panhard arms for the H-body cars from Spohn Performance (<http://www.spohn.net>). Spohn makes a wide variety of suspension and chassis kits for everything from H, A, B and F-body cars to pickups and SUV's. I had read about Spohn's Panhard arms a few times on the Yahoo CV Group, so I thought I would give it a shot. Since I need

adjustment is a breeze. Once you loosen the lock nut, you can easily turn the adjuster sleeve to make the bar shorter or longer.

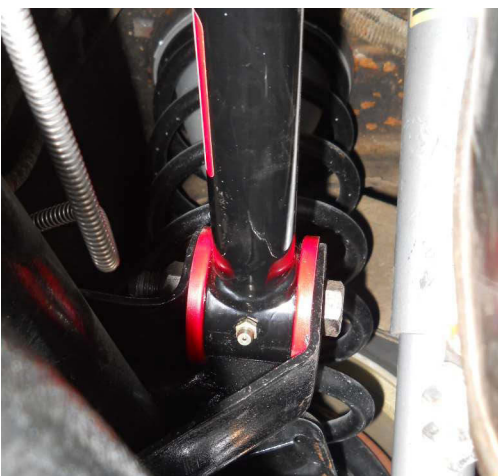
While I was under the car and turning the adjuster sleeve, I could actually see the rear-end move as I shortened the arm. A few turns and a couple of checks with



Adjuster threads and sleeve of the Spohn Panhard arm. The picture angle makes it look like shock clearance is tight, but it is really not.

my yard stick and tape measure and I was done.

I tightened up the locking nuts and I was good to go. It was a scream to see the read-end moving as I turned the



Grease fittings are easily accessible on both ends of the arm.

adjuster sleeve and not having to bother with shims and some trial and error to get the right fit on both sides of the car.

Once you have everything tightened in place, the last step is to grease the bushings with

synthetic poly grease. Spohn recommends SuperLube synthetic grease and they sell it on their site for \$15.00. The installation instructions caution you not to use too much grease in the bushing. A little goes a long way.

After I installed the new arm and got it all adjusted and tightened up, I took #3173 for a ride and had no problems with the tire rubbing against the wheel



well. Even better, on a long, straight stretch of road it tracked nice and straight and the pull to one side was gone!

If you would like to order one of the Panhard arms from Spohn, here are the part numbers for the '75 and '76 H-body models:

Panhard Bar - Tubular Adjustable with Polyurethane Bushings - 1976-1980 GM H-Body: Vega, Monza, etc.
SKU # H-104 Price: \$125.00

Panhard Bar - Tubular Adjustable with Spherical / Poly chrome moly rod end - 1976-1980 GM H-Body: Vega, Monza.
SKU # H-106 Price: \$155.00

Panhard Bar - Tubular Adjustable with Polyurethane Bushings - 1975 GM H-Body: Vega, Monza.
SKU # H-104-75 Price: \$149.00

If you are looking for an adjustable Panhard arm for your '75 or '76 CV to fix tire rub in your wheel well, or just an upgrade to the stock arm, the Spohn units are a great value and are a high quality, well engineered suspension part. I would highly recommend it to anyone considering a new or replacement Panhard arm.



Cosworth Vega Muscle Car License Plate
Plastic 6" x 12" Printed with durable sublimation ink.



\$22.95 plus \$6.00 shipping
Art Treta
(315) 831-3569
C1451@aol.com

Remember to send all address changes to the CVOA!

When was the last time you checked your CVOA membership expiration date?

Renew your membership before you miss any news!

You can now renew online with your credit card or debit card via PayPal at www.cosworthvega.com



eBay Item Number: 190644876445

1975 Chevrolet Cosworth Vega
Title: Cosworth Vega 1975 #1386
Mileage: 40,071 miles
Location: Mickleton, New Jersey
VIN: 1V77E5U254652
Engine: 4 Cylinder
Exterior color: Black Interior color: White

Original owner. No rust (anywhere), dents, scrapes & engine runs great and no issues like oil (burning or leaking). Just start and drive to a local cruise or car show. Garaged/covered all the time while used first year and stored afterward and never saw a Jersey winter. Two year old battery and new Michelins. Replaced since ownership: water pump, repainted once, in tank fuel pump. Recently, fuel tank just rebuilt and scrubbed internally, new hood insulation, new twin port muffler and rain rail above windows. Interior condition (white vinyl/blk carpet) is in great shape with the hatch back carpet showing some fade, no stains, cracks, rips and tears.

original spare with Cosworth wheel. Show ready and has been garaged/covered and stored since owned. Drove 35,000 of the 45,000 miles first year. 250 mile/year afterwards. New speakers front and back, AM/FM stereo, swing out windows, RW defroster, aux lighting. Have a cam cover replacement, a new coolant light sensor., assorted gaskets bought form CVOA vendors. Some surface scratches. Car has not been restored. Located over the bridges from Philadelphia. Pick up or arrange for transportation. Cash, certified bank check or Pay Pal only. Buyer pays pay pal fees. Will take realistic offers.

Auction Details:

This is a classified ad listing. There is no bidding on this item, so contact the seller for more information.

Contact the seller: (856) 628-1177



eBay Item Number: 290654341175

1975 Chevrolet
Title: 1975 Cosworth Vega, #0140
Mileage: 24,730 miles
Location: Austin, Texas
VIN: 1V77E 5U196379
Engine: 4 Cylinder
Exterior color: Black Interior color: Black.

1975 Cosworth Vega. Car runs well and has obviously been used rarely. Original paint and upholstery. Paint needs work but the body is in good condition. Original user's manual included. Decals are the early straight edged ones, not the later ones with the scalloped edges. Car is basically in good shape.

Auction Details:

Ended: Jan 12, 2012
Bid history: 1 bids
Ending Bid: US \$4,000
Reserve Not Met

Relisted as 290657002327
on January 17, 2012
0 bids

Not Sold



eBay Item Number: 250967207107

1976 Chevrolet Vega Cosworth
Title: 1976 Chevy Vega Cosworth
Mileage: 63,394 miles
Location: Felton , Pennsylvania
VIN: 11v7706u162707
Engine: 4 Cylinder
Exterior color: Black Interior color: Black

Hard to find original unmolested 1976 Vega Cosworth with 63,394 miles with I believe to be original, but can't guarantee. Car has a rare 5 speed trans. Shifter says on top Hurst shifter, Quarter stick. Car is black with one repaint about 8 years ago, and has a black cloth interior. Interior is in very good condition with no cracks in dash. AM/FM, rear defroster, tinted glass, and owners manual. In the one picture you can see tape is holding the insulation in place on a lid that covers the spare tire compartment. I tried to take a picture of the number on the dash that is 2213. Car is straight and solid including underneath. Pa. inspection until 6/12. Runs and drives very well. Bid with confidants.

Auction Details:
Ended: Jan 15, 2012
Bid history: 2 bids
Current bid: US \$3,550
Price: US \$7,500
Reserve Not Met



eBay Item Number: 230744221525

1975 Chevrolet Vega GT
Title: 1975 Chevrolet Cosworth Vega Twin-Cam
Mileage: 89,159 miles
Location: Kansas City, Missouri
VIN: 1V77E5U214661
Engine: 4 Cylinder
Exterior color: Black Interior color: Black.

Conditions: Driver

Features:
Dual Overhead Cam
Cosworth Engine
4 Speed
Fuel Injected

History:
Number 532 of 2,061 Cosworth Vegas made in 1975
I am the third owner of the vehicle
Original Black and Gold color

Description:
89,159 miles
Engine is perfect
No usage of oil
Great driving
Dent in hood
Roof paint is peeling
Weather striping around window needs replacement
Well preserved
New tires
Original wheels

Auction Details:
Ended: Feb 16, 2012
Bid history: 22 bids
Current bid: US \$3,901.00
Reserve Not Met



eBay Item Number: 280819731256

1975 Chevrolet Other Cosworth Vega
Title: 291 Actual Mile 1975 Cosworth Vega Twin Cam 4 Speed!
Mileage: 291 miles
Location: Charlotte, North Carolina
VIN: -
Engine: 4 Cylinder
Exterior color: Black Interior color: Black.

When many of us think of the seventies, we're reminded of government regulation, scarce fuel and poor performing cars. Despite the general consensus that everything coming out of Detroit was a gaudy stripes package, the 1975 -76 Chevrolet Cosworth Vega was a formidable performance machine which could be considered a forerunner for today's wave of compact performance cars. This all original 1975 Cosworth is one of 2,061 cars produced for the '75 model year, has only 291 actual miles, and has all of the rare and difficult to find Cosworth Vega parts right where the factory installed them. It is, without a doubt, one of the lowest mile survivor Cosworths in existence; and it's the perfect car for any enthusiast who wants something that's both unique and cool!

Auction Details:
Ended: Feb 13, 2012
Bid history: 16 bids
Current bid: US \$20,000
Price: US \$37,900
Reserve Not Met

Relisted as 280826025284



Re-Indexed Cosworth Vega Camshaft Sprockets

Want more torque, more horsepower, lower and smoother idle, higher vacuum, lower under hood temperatures, better throttle response and greater fuel economy while remaining emissions legal? Get a set of re-indexed camshaft sprockets precision machined by Roy Linenberger.

**Only \$125 + \$10 shipping and handling.
Requires the exchange of your
old camshaft sprockets.**

Contact: Mark Rock
markarock@gmail.com
(440) 236-9669

www.cosworthvega.com/member_mdse/cam_sprocket.html



WANTED

Articles for the Cosworth Vega Magazine
"Member Spotlight" series.

If you would like you and your Cosworth Vega featured in the CV Magazine, submit the history and story of you and your car, along with some photographs to Tod Erickson, CV Magazine Editor.

Tod Erickson
22 Sandy Brook Lane
Londonderry, NH 03053
(603) 432-7412
tod_erickson@yahoo.com

Cosworth Vegas for Sale

1975 Cosworth Vega #0749

Original owner car. Purchased December 6, 1975. Black and gold. 55,000 miles. Located 20 miles north of Louisville, Kentucky.

Contact: Ray Fabel
321 Pine Drive
Henryville, IN 47126
Phone: 336-239-0311



1975 Cosworth Vega #0960

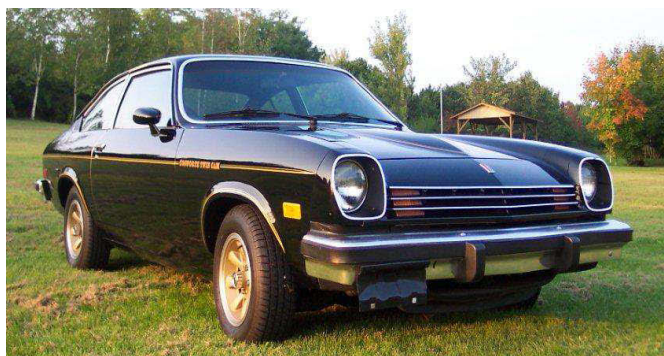
75,000 miles. Black and gold. Stored in climate controlled garage for 20 years. I think it needs a new fuel line as it was leaking from the tank area and would not stay running. Sputters out after a few seconds. Ran very well the last time it was driven, approximately 10 years ago. Very dusty. I have not given it a good inspection as it is in my parents basement. Would be a show car with very little work.

Need to sell.
Contact: Taylor Hood.
Phone: 336-239-0311

1976 Cosworth Vega #2207

I've had it for 5+ years & have enjoyed having this car that I've wanted since 1975. It's black over black, 5 speed, AM/FM with swing-out windows & has just shy of 30,000 miles on it. The car is a very strong #2 with an exceptionally nice finish, good tires, and runs well. I want it to go to a good home! Asking \$8950.

Contact: Jim Cassler
Canton, Ohio
330-456-8319 (days)
jim@lhtp.com



1975 Vega Panel Express 1977 Vega Hatchback 1976 Cosworth Vega #2396

Due to age-related medical issues, conditions, and problems, I need to sell off most of, if not all of my Chevrolet Vega cars. As well as all the accessories, spares and miscellaneous parts. First would be a 1975 Vega Panel Express that was intended for light commercial use. It is a two seater and is flat from the back of the seats all the way to the rear door. Spare wheel well is just inside the rear door and there is a large, deep trunk space under a removable cover just behind the seats. It has GT wheels, GT steering wheel, custom instruments, a retrofitted T-50 5-speed transmission and GT suspension. The car is white in color and this particular model of Vega is very rare.

Next is a 1977 Vega Hatchback with GT wheels, GT steering wheel, GT instruments, rear swing out windows, radio and heater. It has an automatic transmission that should come out and be replaced with a Borg-Warner T 50 5-speed transmission. I have the bell housing, clutch linkage and pedal assembly for the T-50 swap.

Last, I have a well thrashed CV #2396 that needs to be parted out. It does have a T-50 5-speed complete with shifter and original knob. It has, original instruments, rear end, all suspension parts and steering gear. Both headlights and housings are in good shape. All the side marker light lenses (both the red and the yellow) are in perfect condition. Both rear tail lights are also in perfect condition and are very hard to find. Includes a new Cosworth Vega wheel with mounted tire.

The Vega Panel Express needs to be registered as a commercial vehicle with commercial plates at least in California. However, that is good thing because it can be parked in a loading or unloading zone with yellow curbs. I have a regular 2.3L Vega engine available as well as another T-50 5-speed transmission that could go into the 1977 hatchback.

Contact: Dick Rogers
P.O. Box 593
Mira Loma, CA 91752-0593
Phone: 951-360-8565

Non-Cosworths for Sale

No ads at this time.

Cosworth Vegas Wanted

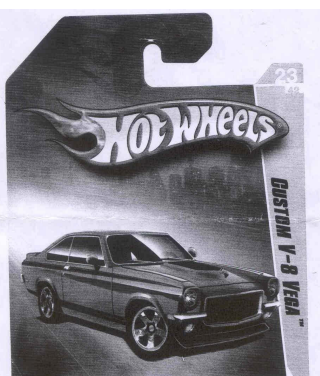
No ads at this time.

Parts for Sale

Drip Rail Molding



Contact: Jerry Smith
(321) 297-6566
cwvega76@gmail.com



Hot Wheels Custom V-8 Vega Hatchback. First generation Vega. Turquoise in color. L88 hood scoop, mag wheels, side stripes, front and rear spoilers. Multiple available.

\$10 each plus shipping

Contact: Michael S. Braun
413 River Road,
Pequea, PA 17565
(717) 284-3241

Vega (140) cylinder head. Ported, larger stainless valves, P.C. seals, Crane valve springs and retainers, Crane cam F240/470-8 racing part # 120971, lifters, new cam bearings, cam seal, sprockets. All new— ready to race! \$900

All kinds of used stock engine parts & new racing parts. Also automatic transmissions.

Contact: Sonny (210) 688-3711

Set of New Hood Pad Retainer Clips \$8

Contact: Art Treta
(315) 831-3569
C1451@aol.com

Parts Wanted

GM part number 366175 (Vega Type) with knob, shift lever assembly for a Borg Warner T50 five speed transmission.

Dick Rogers, P.O. Box 593, Mira Loma, CA 91752-0593
(951) 360-8565

CVOA ADVERTISING POLICY

Business Advertisements

Price Per Issue

1/4 page: \$10

1/2 page: \$25

Full page: \$50

Full page inserts:

\$70 if inserts are provided

\$120 if no inserts are provided

Member/Non-Member Ads

CVOA members are entitled to one free ad per issue. Additional member ads are \$5 each. For member ads, Cosworth data (dash #, VIN, color combination and options) must be included. Non-member ads are charged \$15 for an advertisement in two consecutive issues.

Please mail all Advertisements/Articles to:

Cosworth Vega Magazine

Tod Erickson

22 Sandy Brook Lane

Londonderry, NH 03053

Or email to: Tod_Erickson@Yahoo.com

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.

Cosworth Vega Muscle Car Silver Frame Watch with Metal Band

Features: Quartz movement, 1 ATM water resistant, silver oxide battery. Packaged in a white gift box. Specify men's or ladies when ordering. Please allow 10 days for production and shipment. \$32.95 plus \$6.00 shipping and handling.

Contact: Art Treta
(315) 831-3569

C1451@aol.com



CVOA Regional Directors

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

Region 2
NJ, NY
Robert Spinello
24 Amesworth Court
Middle Island, New York 11953
(631) 775-6861
vegavairbob@gmail.com

Region 3
PA, DE, DC, MD, VA, WV
Director Needed
Email Dick Baumhauer if you are interested.

Region 4
NC, SC, GA, TN, MS, AL
Shawn Parsons
501 Northlands Lane
Evans, GA 30809
(706) 726-3709
Shawn.I.Parsons@amedd.army.mil

Region 5 - FL, PR, VI
Jerry Smith
1220 Section Line Trail
Deltona, FL 32725
(321) 297-6566
cwvega76@gmail.com

Region 6
CO, WY
Presently merged with Region 14

Region 7
OH
Presently merged with Region 8

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

Region 9 - IA,KS,NE
Donald L. Hawbaker
707 Vine Street
Dallas Center, IA 50063
(515) 992-3634
Fuelman1946@aol.com

Region 10
IN, KY
Presently merged with Region 8

Region 11
IL, MO
Roy Linenberger
3434 South Paw Paw Road
Paw Paw, Illinois 61353
(815) 627-9410

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

Region 13
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, AZ, NV, NM
Bryan Pridmore
130 Malaga Way
Brentwood, CA 94513
(925) 642-0368
Cos5speed@gmail.com

Region 17
ND, SD, MN, WI
Dale Malin
697 Old Hopkins Place
Hudson, Wisconsin 54016
(715) 386-7741
dlmalin@hotmail.com

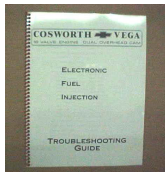
CVOA Directors Wanted!

If you would like to be a CVOA Regional Director in a region that is presently merged or one that does not have a director, please contact CVOA President Dick Baumhauer at hammerdown@wowway.com.

CVOA Merchandise



CVOA-MAN-1 \$ 17.00
 Fuel Injection Diagnostic Manual - Comb bound photocopy of manual written by Phil Good, one of the Bendix engineers who developed the Cosworth Vega EFI.



CVOA-ACC-1 \$ 9.00
 Key Ring - "Spanish Gold" alloy casting of the horn emblem. Enameled blue/black logo. Large diameter 1.75 inches.



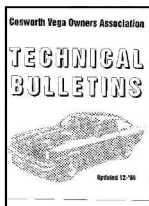
CVOA-MAN-2 \$ 8.00
 Five Speed Service Manual - From Borg Warner, 12 pages, spiral bound.



CVOA-ACC-2 \$ 4.00
 Kan Coolers - Foam sleeve to keep a can cool. Yellow with 20th anniversary logo.



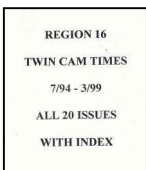
CVOA-MAN-3 \$ 22.00
 Tech Bulletin Set - CVOA Technical Bulletins that have been published in the CVOA Magazine. They cover many important topics. Last Update 12-94. Spiral bound copies.



CVOA-ACC-3 \$ 3.00
 Window decal - New design, static cling type. Affixes to inside of window. White background.



CVOA-MAN-5 \$33.00
 Duke Williams - Twin Cam Times Portfolio Complete set of Duke's work on the Cosworth while Director for Region 16. Stapled issues with an index.



CVOA-ACC-4 \$ 4.00
 CVOA Jacket Patch . Older design 3" round, WHITE background.

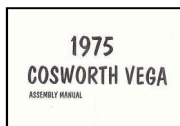


CVOA-MAN-6 \$ 11.00
 1975 -1976 Engine Assembly Manual - Loose leaf. You will need a small three ring binder for this manual.

CVOA-ACC-4B \$4.00
 CVOA Jacket Patch . Older design 3" round, BLACK background.



CVOA-MAN-8 \$ 39.00
 1975 Cosworth Vega Assembly Manual—Loose leaf. You will need a three ring binder for each manual.



*** Items sold to current CVOA members only ***
How to buy CVOA parts and merchandise

Order online at www.cosworthvega.com
 Click on "order online" link on the lower right corner of the home page and use PayPal



OR:

Mail check or money order (payable to CVOA) to:
 Chuck Larsen
 3509 Dean Street
 Woodstock, IL 60098-7682
 Email: cosvega76@yahoo.com

CVOA-MAN-9 \$39.00
 1976 Cosworth Vega Assembly Manual—Loose leaf. you will need a three ring binder for each manual.

CVOA-PUB-1 \$5.00
 Cosworth Vega Magazine Back Issues - All back issues of the CVOA magazine are available as photocopies.

CVOA-PUB-4 (Free to current members)
 Cosworth Vega Owners Association Concours & Autocross Rules



CVOA-PUB-2 \$165.00
 Complete Set Cosworth Vega Magazine Back Issues
 Certain back issues are available only as photocopies

CVOA-PUB-3 \$ 4.00
 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. March 2005 is latest update.

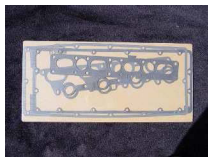


Prices include shipping to the lower 48 states only (no PO Boxes). Contact the Merchandise Director for shipping charges to Alaska, Hawaii, and foreign countries.
 Please allow four weeks for delivery.

CVOA Parts



CVOA-PT-01 \$39.00
Upper End gasket set. Includes cam cover, cam carrier, intake and exhaust.



CVOA-PT-13 \$ 11.00
Fuel Injector "O" Ring Kit - Includes (4) fuel rail grommets, (4) injector manifold seals, (8) injector to rail seals, and instructions.



CVOA-PT-02FP \$26.00
Head Gasket (Fel-Pro) with instructions for making the oil restrictor.

CVOA-PT-02V \$26.00
Head Gasket (Victor) with instructions for making the oil restrictor. .045 Thickness



CVOA-PT-15 \$190.00
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.

CVOA-PT-03 \$45.00
Lower end gasket set. Includes oil pan set, oil pump set, rear main set (rope seal), and water pump gasket.

CVOA-PT-05 \$28.00
Camshaft/Distributor drive seals. Set of three.



CVOA-PT-19 Neoprene Rear Main Seal \$17.00

CVOA-PT-20 \$45.00
Gates reproduction lower radiator hose

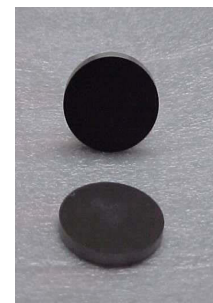


New Valve Shims - Limited Supply \$10.00
These were VW shims milled to fit our Cosworth engines. Please use a micrometer on your old shims in order to determine the size you need. The number (if readable) may not be accurate on your old shim. Thickness in inches.

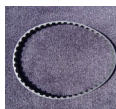
CVOA-PT-06 \$5.00
Distributor O-Ring Set - 3 Rings



- CVOA-PT-04-111 .111 thick
- CVOA-PT-04-113 .113 thick
- CVOA-PT-04-115 .115 thick
- CVOA-PT-04-117 .117 thick
- CVOA-PT-04-119 .119 thick
- CVOA-PT-04-121 .121 thick
- CVOA-PT-04-123 .123 thick
- CVOA-PT-04-125 .125 thick
- CVOA-PT-04-127 .127 thick
- CVOA-PT-04-129 .129 thick
- CVOA-PT-04-131 .131 thick
- CVOA-PT-04-133 .133 thick
- CVOA-PT-04-135 .135 thick
- CVOA-PT-04-137 .137 thick
- CVOA-PT-04-138 .138 thick
- CVOA-PT-04-139 .139 thick
- CVOA-PT-04-140 .140 thick
- CVOA-PT-04-141 .141 thick
- CVOA-PT-04-142 .142 thick
- CVOA-PT-04-143 .143 thick
- CVOA-PT-04-144 .144 thick
- CVOA-PT-04-145 .145 thick
- CVOA-PT-04-146 .146 thick
- CVOA-PT-04-148 .148 thick



CVOA-PT-07 \$17.00
Distributor drive belt.



CVOA-PT-08 \$75.00
Cam drive belt
Fel-Pro Water Pump Gasket - No Charge with Belt Set Only



CVOA-PT-09 \$85.00
Water Pump with updated bearing set. Water pump purchase requires core to be returned. Gasket included.



CVOA-PT-10 \$22.00
Heater box rebuild kit. Reproduction kit with seals. You will also need to get a small tube of 3M Super Weather-strip Adhesive and some 3M Strip Caulk from your local parts store.



CVOA-PT-21 \$8.00
Front brake hardware set. One set required per front caliper.



CVOA-PT-11 \$ 11.00
GM-RC-36 Radiator Cap - Genuine replacement. Type differs slightly from original.

CVOA-PT-12 \$ 11.00
3M "27" Tape - The special white insulating tape used on the left engine wiring harness. 7ft. roll (enough to do one car) '75 or '76. LIMITED SUPPLY.



CVOA Vendors

APPROVED

CVOA Technical Advisors

Vega Parts, New and Used, Repro Front Air Deflector

Dave's Vega Village
46-3295 Sunnyside Road, Anmore, British Columbia, Canada V3H-4Z4
(604) 469-9979 - Available 24/7. Email: quarte6@telus.net

Vega Engine Parts: New/Used/Racing parts, Engine Rebuilding

Sonny Rossi, San Antonio, TX
(210) 688-3711

CV Rebuilding / Repairs and Reproduction Dash Bezel

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

*Note: Dash bezel is a two piece design

Carpets - Molded Floor, Rear Cargo and Material

Auto Custom Carpets Inc. (<http://www.accmats.com>)
1429 Noble Street, Anniston, AL 36202
(800) 352-8216

*Note: 1976 carpet is longer than the 1975. CVOA discount.

Reproduction Labels

Jim Osborne Reproductions (<http://www.osborn-reproduction.com>)
101 Ridgecrest Drive, Lawrenceville, GA 30045
(770) 962-7556

Reproduction Window Price Stickers

Triple A Enterprises
(<http://www.window-sticker.com>)

Computer Repair

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

Water Pumps

Superior Pump Exchange
2341 W. Cypress Phoenix, Phoenix, AZ 85009-2713
(602) 252-7308

Seat Upholstery Material

Original Auto Interiors (<http://www.originalauto.com>)
7869 Trumble Road, Columbus, MI 48063-3915
(586) 727-2486

SMS Auto Fabrics (<http://www.smsautofabrics.com>)

350 South Redwood Street, Canby, OR 97013
(503) 263-3535

High Pressure Fuel Pump, Injector and MAP Sensor Rebuilding

Fuel Injection Corporation (<http://www.fuelinjectioncorp.com>)
2407 Research Drive, Livermore, CA 94550
(925) 371-6551

Fuel Injector Cleaning and Testing

Superior Automotive (<http://www.superiorautomotive.com>)
2675 W Woodland Dr., Anaheim, CA 92801
(714) 503-1880. Contact: Joe Jill.

Seat Belts— Repair and Restoration

Ssnake-Oyl Products (<http://www.ssnake-oyl.com>)
114 N Glenwood Blvd., Tyler, TX 75702
(800) 284-7777

Remanufactured Vega Steering Boxes

Lares Corp. (<http://www.larescorp.com>)
855 South Cleveland, Cambridge, MN 55008
(800) 555-0767

Weatherstrip for your Cosworth

Metro Molded Parts (<http://www.metromp.com>)
11610 Jay Street NW, Minneapolis, MN 55448
(800) 878-2237

Cosworth Vega Professional Wheel Refinishing

Wheel Medic
2971 Silver Drive
Columbus, OH 43224
(614) 299-9866

Questions and Advice

*Engine and EFI related issues

Karl Bell of Hutton Motor Engineering, Clarksville, TN
(931) 648-1119
8-3 CST, Tues-Fri only

*Restoration and Mechanical

Bob Chin, Bloomington, IN
(812) 339-0838
4pm-9pm EST
BobC997615@yahoo.com

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

Keith Meiswinkel, Wallkill, NY
(845) 629-7970
7:30pm-9pm EST Every Day
kmeiswinkel@hvc.rr.com

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

Tim Morgan, Houston, TX
(281) 589-0449
9pm-10:30pm CST M-F
Twincams@aol.com

*Dave's Vega Village, All H-Body types, V6 & V8 Conversions, 20 years of study

David Quarterman, Port Moody, B.C. Canada
(604) 469-9979
1-6pm PST, Mon-Sat

*Editor, Cosworth Vega Tips and Tricks Knowledge Base Volumes I, II, III

Mark A. Rock, Columbia Station, OH
(440) 236-9669
After 7 PM
markarock@gmail.com

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

Maurice Schechter, Williston Park, NY
(516) 294-4416
9-11pm EST M-F
Maurisch@cs.com

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

Duke Williams, Redondo Beach, CA
(310) 372-5527
6pm-10pm PST & weekends
Dukewilliams@netzero.net

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

Neil Williams, Bellflower, CA
(562) 920-7168
After 5PM PST



In Our Next Issue:

- Roundup 33 Update
- CV How-To
- Member Spotlight
- Cosworth Vega eBay Watch

Roundup 33 Greenville Bound!

