

Storing a Cosworth Vega

by Duke Williams

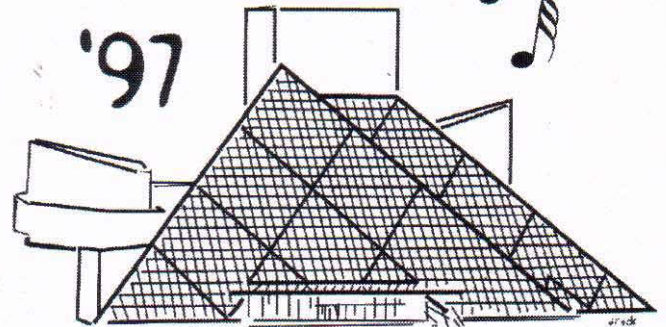
There ultimately comes a time in most of our lives when we are faced with a decision to store or sell. Family or career responsibility and the occasional exigencies of life often force us to a decision point. Do not confuse "storage" with "parked" -- "I haven't driven it for months (or years), but I threw an old horse blanket over it." Storage means that you conscientiously went through a procedure to protect and preserve vital systems. A parked car is just that and is probably *on its way to becoming a parts car*. Numerous examples have proven that the Cosworth Vega fuel and cooling systems are very susceptible to corrosion damage, and, like all cars, the brake system, too. Fuel or brake system damage can easily cause several hundred dollars damage and require the replacement of hard to find parts. Cooling system damage can destroy the cylinder barrels and result in the need for a major engine rebuild which will likely cost more than the value of an average running car! An ounce of prevention goes a long way. To me, "storage" also means inside. I suppose it's possible to store a car outside, but even if you conduct appropriate storage procedures, degradation will be rapid. My basic rule of thumb is that one year of outside storage will result in more deterioration than ten years of inside storage. If you "parked" your car outside, the ratio is even worse.

The storage environment is important. The cooler and dryer the better. Once in a while you read about some guy who sealed up an old car in a plastic bag purged with dry nitrogen. This is a good idea, but a bit extreme. If you have a reasonably cool and, most importantly, dry environment and properly prepare for storage, degradation will be minimal to non-existent.

The typical attached or detached garage is usually not insulated which can cause very high temperatures in the summer. Insulating between the roof joists with fiberglass insulation will go a long way to keeping things cool, and it's a fairly straight forward do-it-yourself project. You could do the walls too, but the roof is where most of the heat is picked up in the summer and lost in the winter.

CONTINUED ON PAGE 4

Rockin' RoundUp



Cleveland, Ohio

REFLECTIONS OF A ROUNDUP HOST

I couldn't have done it without help. Barb and Dan, Barb's mom, Dan's friends Mark and Mike Stiglitz, my friend Joe Ledford, Mike Rupert, and Dan McNally were the major players. Bob Chin, Tim Morgan and John Chidester did yeoman's work on the Concours. Dan Newman tuned nearly everybody's Webers after teaching us how to do it ourselves. And too many to recall helped out at the autocross, running run after run to reset the cones tipped and flipped and knocked and dragged by struggling participants. THANKS!

And, THANKS to all of those kind and generous enough to bring Door Prizes. My goal was to have a "nice" door prize for EVERYBODY, and I thought I was there. But the unexpected generosity from members, in alphabetical order, the Chieppa/Persson's, Bob Chin, Dale Malin, the Marrs, the Mayefsky's, Keith Meiswinkel, Tim Morgan, Jim Rigg, Mike Rupert, the Sartoris, Maurice Schecter, and the Stones, put me way over the top.

THANKS too to our sponsors. Please patronize those companies kind enough to donate Door Prizes. Again in alphabetical order, American Greetings, Auto Custom Carpet, CRC, Eastwood, Em-Gee, Flex-a-Lite, Fel-Pro, Jet Hot Coatings, Liquid Glass, Marathon Oil, Mothers, Mr. Gasket, POR-15, PPG Industries, Realty One, Russell Performance, Snap-On, STP, Summit Racing, Texaco, Today's Business Products, Valentine One and Zymol.

CONTINUED ON PAGE 7

**COSWORTH VEGA
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QUARTERLY MAGAZINE**

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Any car info that was not supplied with your membership / renewal application, send to above for CVOA records.

TECHNICAL ADVISORS

*Have a CV problem? Need advice?
Please, all calls on your dime.*

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or any Regional Director

TWIN CAM TALK

BY DALE MALIN

Greetings Cosworth Fans, I'd like to begin by introducing myself to those of you who don't know me. My name is Dale Malin and I've been a CVOA Regional Director for the last three years and a member since 1985 and now I have the honor of being elected to the position of President at the Round-up in Cleveland. I want to start by thanking Sue Rupert, past VP Membership, and Steve Mayefske, past President, for their dedication to the CVOA the last four years. Their leadership and dedication has helped lead the CVOA to grow from 250 members to over 300 members the last 3 years, a 20% improvement.

I'm really excited with the steady growth of the recent past and with an increase in the number of nice original and restored cars turning up. There is also a number of #3 condition cars that are being resurrected and driven regularly as their owners begin to gradually improve them. Taking over the Presidency at this time in the club is pretty easy and I look to continue and expand upon the role of the CVOA that has been so successful;

1. Exposure. This is a key to increasing the value of our cars as collectable in the long run and as members we already participate in a number of ways;

* Show. Many of you show your cars on a regular basis at local car shows. This is probably the single best way to get the Cosworth Vega in front of the most people. The last two shows I attended I not only had the only Cosworth, but the only Vega. That's one of the nice parts of the Round-up, we always have enough cars to fill an entire row. The Cosworth always generates a lot of interest and comments of "I haven't seen one of these in years" or "Wow, it must be really fast". I also hear a lot of stories about the Vega they had years ago, and most of them are "fond memories".

* Magazine Coverage. Recent articles in "Grass Roots" and "Super Chevy" have been great free publicity for us and our cars.

* Auto Cross. At least three members auto-cross their Cosworth on a regular basis, and there are probably more I haven't heard about.

* Road Racing (SCCA ITA class). There is one car under development in the east and rumor has it that a Cosworth is still competing in the Florida region. There is also one Cosworth Vega powered streamliner that competes at Bonneville and another under construction.

* Just get your car out of the garage and drive it once in a while!

2. Technical Support. The Cosworth Vega has never been a car you could just drag down to the local shop (or dealer for that matter) and have any old mechanic tear into it. The club has a list of Tech Advisors in every magazine. These people, along with any of the Regional Directors or the club executives can help with information, special tools, locating spare parts, or trouble shooting. They're here as your resource to help in times of need.

3. Material Support. The CVOA has been active in developing parts programs to ensure we have what we need to keep our cars running. These projects are possible from the dues you pay and through the sale of parts, which are limited to members only. Some examples;

- * Stripe reproductions.
 - * Fuel filter reproductions.
 - * Fuel injector O-ring kits.
 - * Heater housing rebuild kits.
 - * Spax performance shocks.
- As well as some planned programs;
- * Engine gaskets.
 - * Hood insulation blankets.
 - * Many other projects under investigation.

In closing, you are the reason this club exists. It is here to benefit you and other Cosworth Vega owners so that we can continue to enjoy our unique automobiles. I look forward to a bright future for the club.

Happy Cosworthing.
Dale

EDITOR'S NOTES

BY MICHAEL RUPERT

Alright, let's see if I can remember everything I wanted to say this issue. As some may have guessed the 67 Cougar was never touched, other than to pull it outside so the CV could be worked on. That happened to be July 4th. The oil leakin' engine was also pulled that day. The dye revealed four oil leaks, oil pan-at the rear where the cap is, rear main rope seal, dist elbow where it threads into dist housing and lastly the upper header bolt hole at the very front. Of course just fixin' the leaks was not good enough. I decided to try those dry film lubricants. I coated the pistons, wrist pins, rod small end (floating), bearings, camshafts and adjustment shims. I would have done more but time was pressing very hard and I didn't buy the special coatings for the cylinder walls or combustion chambers. A couple things I noted doing this on my own. First surface prep is absolutely critical. You must sandblast at low pressure to etch metal. I was quite apprehensive about sandblasting pistons but that's what the instructions said- I think I read them a hundred times. After blasting, wash with lacquer thinner. All through this blowing parts with clean, dry compressed air. The parts are then sprayed with the magical stuff, (I used Techline's DFL-1). Spraying the parts was done with a touchup gun. Parts are then ready to go into oven. It takes forever to do so make sure you have lots of time. Put them on a cookie tray and bake for two hours. You can let your wives know that it does NOT smell at all (when baking). However Susan did not want the cookie tray back when I was done. The second note is parts must be burnished before assembly. This also takes forever as parts must not be assembled tight. Tons of patience are needed especially with the wrist pin-piston-rod fit. #3324 was not running until Wednesday before the Roundup. Thursday was spent fixing coolant leaks that arose out of my stupidity. I won't go into that. Anyway the engine is bone dry and runs rather well. Yes, it was still dry when I made it to Cleveland. I never did get to wash and polish the car, well there's always next year. . .

I would like to welcome aboard Dale Malin as CVOA President, any problems call Dale, any compliments call me. Ha! Just kiddin' Dale.

Sorry about the printing errors in last issue (the background graphic was too light on front page and the "apple thing" overprinted on the numbers in classifieds). Tried to save money by only doing Quickdraw (ink jet) proofs.

With the advent of our Web presence we are receiving more non-member ads. Please be careful with all transactions. May I suggest buying/selling using C.O.D. only (when you do not know the other party). You may contact Tim Morgan, Dale Malin or myself to confirm whether someone is a member or not. Speaking of the CVOA Web page, Doug Perkins has made it better with a few changes to the layout. Also the address changed. It is: <http://www.sparky.on.ca/cvoa/>

Finally got a response to the two year old question. How should we as a club define "restored"? Well its really

quite simple and I was expecting some three page answer but we will use the following demarcation:

If the car is more than 50% repainted it will be in the "Restored Class" for Concours purposes. If your car would be in the "Restored Class" you would use the same guidelines for the "Stock Class" other than the requirement for lacquer paint. This will make judging the cars easier and more fair as well. Thanks to Brad Stone!

Need to mention that we had three new Roundup attendees/couples. All had a great time and plan to make next year in Illinois. The majority of the club has never been to a CVOA Roundup and I don't understand why- especially when it may only be a day's drive to one. What's missing? Or better yet what would *make* you try one out when it is close to your home state? Once you go you'll have to go again and again. . . sort of like using a Macintosh for the first time and never wanting to go back to a PC after trying the Mac. Yeah, dumb analogy but accurate.

Until next time. . .



Cleaning up for Concours at Rock's garage

Photo: John Chidester



McDonnell Douglas F-4 Phantom on display at Burke-Lakefront Airport

Photo: Mike Rupert

Keep moisture to a minimum by not parking a wet car in the garage. If it's raining or snowing, leave the daily driver out until the streets are dry again. This will help keep humidity from building up. The worst thing you can do is park a salted up daily driver in a garage overnight in the winter. The car is covered with an electrolyte, and the corrosion gremlins will have a field day. Leave a wet, salty car outside and hope it gets cold enough to freeze the electrolyte which will stop corrosion dead in its tracks.

There are two types of storage -- short term which is generally up to a year, two at the most, and long term or indefinite. If you're not sure how long your car will be in "mothballs" prepare for indefinite storage. If you store your car during the winter (three to six months) a minimum of work is required. Clean the car inside and out, change the oil and filter, fill the fuel tank, and pump the tires up to their maximum cold inflation pressure listed on the sidewall placard. Fully warm the engine after changing the oil and filter, and at the last engine shutdown, bring the revs to 5000 or so, cut the ignition, and floor the throttle. This will purge water vapor from the exhaust system with air. It's probably not necessary to oil the cylinders as the typical Cosworth will self-oil quite well from the valve guides while in storage. Prior to winter storage, you should also renew any other fluids that will expire before the end of the period. The following general procedure is adequate for short term storage. Additional procedures for long term storage are indicated.

Engine If necessary degrease and clean the engine compartment. Change the oil and filter and conduct the final shutdown procedure described above. Thoroughly apply a preservative to the engine compartment such as Armor All or WD-40. Remove the plugs and place about a half-ounce of oil into each cylinder. An easy way to do this is to place the oil in some clear vinyl tubing. Fold it into a "U" shape and hold your finger over one end. Quickly stuff the open end down the plug well and into the cylinder then release your finger. You could also use a commercial "engine fogger", usually available at marine supply stores. Disconnect the pink wire from the ignition coil connector, and remove the fuel pump fuse next to the ECU. This will disable the ignition and injectors. Crank the engine several revolutions. When the engine has cooled, reinstall the plugs, and cover the air cleaner inlet and exhaust outlet. You don't need fancy covers. Two or three layers of plastic wrap and rubber bands will do just fine.

Battery Definitely remove the battery. Neutralize battery tray corrosion with baking soda, and thoroughly clean the area with degreasers and soap and water as necessary. Similarly clean the battery and place it on a couple of wood blocks. This will insulate it from conductive surfaces such as a damp concrete floor. If you plan to reuse the battery, charge it monthly. Cool storage is best, but avoid extremely cold temperatures.

Cooling System If the two year (five year with GM Dexcool) expiration of the antifreeze will pass before you remove the car from storage, renew the anti-freeze prior to

storage. The anti-freeze clock runs during storage. Freeze protection should be -34 degrees F minimum (a 50/50 solution) regardless of ambient temperature expectation, lower if required. Long Term There are two schools of thought here. First is to replace the coolant with pure anti-freeze, however, even "pure" anti-freeze has a small quantity of water. It's a byproduct of the manufacturing process. At some point in time, corrosion can start and accelerate, but pure GM Dexcool could provide protection for ten years. A second option is to drain the coolant, flush thoroughly with water (several times), and then dry the system. Disconnect the heater inlet hose (the 90 degree nipple on the bottom) to drain the heater core and jack the rear end in the air to facilitate draining the block. While everything is still warm, stick a "shop-vac" nozzle into the radiator opening. Seal it as best you can and run the vacuum until the system is dry -- perhaps a half-hour. Plug the open heater core outlet hose after the first few minutes. Air will then be pulled backwards from the core through the engine and radiator. If the system is thoroughly dry, corrosion will be virtually not-existent, indefinitely.

Brakes Like anti-freeze, the clock runs on the brake fluid during storage, so change it if the two year expiration will occur prior to the end of storage. For long term storage change the fluid prior to storage and again when removed.

Fuel System The fuel tank should be full. Fresh fuel will usually remain okay for a year or so. High storage temperature will accelerate gum and varnish formation. It's a good idea to use a stabilizer additive such as Sta-Bill, especially if the car is in storage for up to two years. Try a marine supply store if your auto parts store doesn't carry fuel stabilizers. Long Term For indefinite storage the fuel should be drained and the tank removed and cleaned. Flush the fuel lines by energizing the high pressure fuel pump from an external 12 volt source, and pump paint thinner through the system until all gasoline is purged. Disconnect the rubber hoses at convenient points to drain all the thinner. Dry with compressed air or a "shop-vac" then flood the lines with a corrosion inhibitor such as WD-40. Energize the high pressure fuel pump for a few seconds while spraying WD-40 into the inlet nipple. Also treat the inside of the tank. Replace the tank and reconnect all the lines or store the tank inside the car, and seal all the open fuel lines with rubber vacuum caps.

Body Thoroughly clean both the interior and exterior, and apply preservatives such as carnuba wax to the finish and Pledge furniture polish to the interior vinyl. Also clean the chassis of mud or caked debris. Spot finish any obvious areas of corrosion or treat with a preservative/inhibitor such as WD-40.

Jack Stands or on the Tires Most articles on vehicle storage say to place the car on jackstands and let the suspension droop. This is absolutely wrong!. When the suspension droops to full rebound the rubber suspension bushings are strained in torsion. Strained rubber will "creep" which will damage the bushings. Your shop manual and assembly manual state that bushing bolts are to be

tightened and torqued with the car at normal ride height. This is so the bushings are not pre-loaded in torsion. The car should be stored with the suspension at normal ride height. Steel has extremely low, almost non-existent creep characteristics, and a properly designed spring will not sag unless it's continuously overloaded. It's fine to store a car on its tires, particularly if they are aired once or twice a year to keep them from going flat. Allowing them to go completely flat can damage the sidewalls, but replacing tires is cheaper than suspension bushings. Pump them up to the maximum placarded cold pressure periodically. If you insist on jackstands, use them under the rear axle and as far outboard as possible on the front lower A-arms. If you store on the tires, you can place blocks under the A-arms and axle to prevent tire damage in the event they go flat. Leave the parking brake off and place the gearbox in first or reverse, then double chock (both front and rear) at least one front tire. Firmly seat the chocks with a couple of hammer blows. This is particularly important in earthquake country.

Final Beddown On a piece of paper, jot down notes as to what you did for storage, and what you need to do when the time comes to bring the car back into service. Place it on top of the dashboard. Check that windows and saddle vents are closed and the heater control lever is "off". This will prevent rodents from getting inside the car. Cover the car with a freshly washed properly fitting cover in good condition. If the storage area is relatively moisture free i.e. no wet cars or dogs live there, then it's a good idea to place a large plastic sheet over the cover which will help keep everything clean; however, don't cover with plastic if the garage is damp or has periods of standing water. Place rodent traps and/or poison in the engine compartment and under the car, even if you're sure you don't have mice.

Storage Maintenance Check the tires periodically. Air as necessary. Rotate the engine with the balancer center bolt once or twice a year. Removing the cover(s) to air things out on a particularly dry day is a good idea. Also, check for rodent or insect activity and renew poison/bait when it expires.

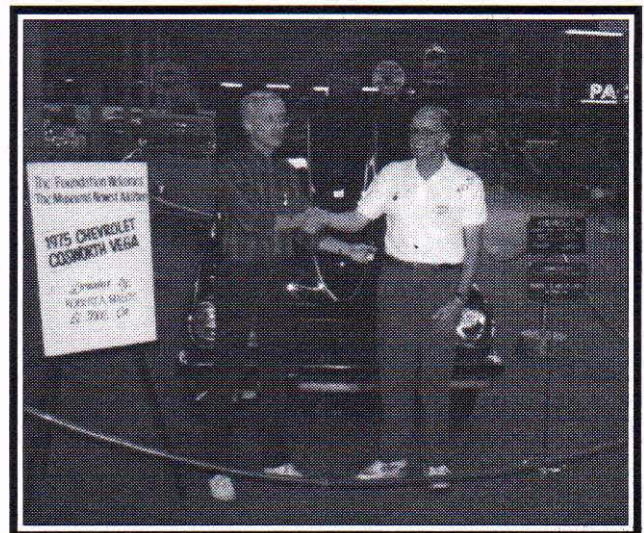
Removing from Storage The day finally arrives. You feel like a five year old on Christmas morning. If you did your homework, you shouldn't be disappointed. Remove the covers and refer to your notes left on the dash to determine what tasks need to be accomplished. Give the car a thorough inspection using the annual maintenance/inspection checklist as a guideline. Do not drain the oil unless it shows signs of contamination. If the tank was drained, remove it and inspect for damage. If it was stored in the car, inspect it and install if satisfactory. Place about five gallons of fresh fuel in the system if stored dry. Fill the cooling system with a proper coolant solution if it was stored dry. If stored with straight anti-freeze, drain one gallon from the radiator and fill with water. Install a good battery, and disconnect the fuel pump fuse and the 12 volt coil power lead as outlined previously. This will allow you to crank the engine without injecting fuel. Remove the

spark plugs. Crank the engine until the oil pressure registers i.e. the light goes out. Reinstall the plugs, fuel pump fuse, and install the coil power lead. If the car was stored with fuel, cycle the ignition switch from off to on (not "start") three or four times. If the tank was stored empty, cycle the switch six to twelve times. Each time you cycle the ignition will energize the pumps for one second. You should hear them. This will fill and pressurize the fuel rail. You are now ready to start the engine. It should start within a few cranks. Check for proper oil pressure, and depending on how much oil is in the cylinders, expect to see blue smoke for the first minute or so. If you properly prepared for storage, and if the storage environment was benign, it might seem like just yesterday when the car last ran. Cautiously drive the car to achieve full operating temperature checking all operating functions. If necessary, change expired brake fluid and expired coolant. You're ready for the road. The engine oil should be good for the full time or mileage interval. Normally, the clock does not run on fresh motor oil during storage.

It is possible to keep a car in suspended animation. It takes a bit of thought and work, but it will pay big dividends.

Harriett's Roundup Memories

Does anyone know what happened to the CV donated to Harrah's Museum in Reno, NV?



The late Robert Malloy made the donation in 1987 during the CVOA's 9th Annual Roundup in Reno. Bob & Dani Malloy were the Hosts. There were 30 CV's and about 100 members, families and friends.

The city of Reno was holding their "Hot Summer Nights" event. A headline in the local paper read "Melee in Downtown Reno". On the same page an announcement about the CVOA. As far as I know none from the club participated in that melee! Ask Lou what impressed him most about the casinos and he tell you the huge bowl of whipping cream on the dessert table at the Circus-Circus Casino restaurant.

Harriett Marr

**1997 CVOA Annual
Director's Meeting Minutes
July 25, 1997**

Called to order 9:12 PM by President Steve Mayefske at Cleveland Airport Marriott.

Directors present:

John Cowall 8
Dale Malin 17-9
Dan McNally 3-7
Tim Morgan 12-4-5
Brad Stone/Roy Linenberger 11

Officials present:

Steve Mayefske, President
Tim Morgan, VP/Merchandise
Mike Rupert, CV Mag Editor/Acting Treasurer/Membership

OLD BUSINESS

* CV tools and shims from club's program have not been located.
* No success (yet) on finding hood insulation manufacturer.

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

FINANCIAL STATEMENT/DISCUSSION:

-Original club (membership) computer quit. Purchased two used CPU's.
-Purchased old Apple Ile to retrieve Kirby Archives, will be traded in when finished.
-Magazine postage/publishing up slightly as we send out more than last year-almost 50 more per issue.
-Purchased Microtek Scanner and Zip drive to improve/control CV Magazine publishing and costs.
-Club treasury has increased from \$4,800 to \$8,200.
-Tim Morgan motions to accept Financial Report as printed, Dan McNally seconds, ALL APPROVED.

MEMBERSHIP REPORT/DISCUSSION:

- Paying Membership is up 4.7%, as always still can improve.
-Suggestions were solicited and mentioned to increase membership and interest.
-Need Directors for Region 17, as Dale Malin moved. Also for merged Regions.

-Director changes as of today, Dan Newman to take over Region 12 + 4 + 5.

-Steve Mayefske/Joe Phillips to take over Region 17 + 9 from Malin.

Tim Morgan distributes Merchandise Sales Report.

MERCHANDISE REPORT/DISCUSSION:

-Total sales up about \$300 from last year.

-Swingout weatherstrip is sold out.
-Morgan will put together gasket kits for club to inventory. Will be kits only, no individual, including cam carrier, cam cover, exhaust and intake. Distributor "O" rings maybe added to this if possible. Lower end sets still available and can use standard Vega head gasket as mentioned in last CV Mag Tech Tips.

-Dale Malin advises all Vega gaskets are on FelPro's discontinued list but are still available at most parts stores.(stock up while you can)

-Timing belts discussed, Bill Hutton will continue to handle belts, members can get from him. Order was placed by Hutton for more cam belts (none currently in stock) will be in within three months. This new batch will be the superior HSN rubber which can double belt life, price may be slightly more.

-Mike Rupert reports we are almost out of club window decals any suggestions for a new design/club logo ideas should be sent to him.

-Dale Malin reports tooling for CV stripes was destroyed. Malin believes that stripes may be accurately reproduced with 3M's new laser cutter, with GM's permission.

-Tim Morgan suggests getting approval from GM in order CVOA to be a licensed Reproducer of CV parts. Dan Newman volunteers to write letters if we can obtain address for contact at GM.

-Mike Rupert motions to accept Merchandise Report, Brad Stone seconds, ALL APPROVED.

NEW BUSINESS

Motions from Tim Morgan (in last CV Mag) were discussed but not voted on as we can not "require" directors

to do anything according to Delaware Corporate laws. However points are worth noting to Directors who do nothing with their leadership position.

Proposal from Rupert:

Dan McNally motions that we raise price of last 50 Stripe kits to \$200 each and set funds aside to finance another Stripe Kit production when supply is gone. Seconded by Tim Morgan. Motion passed 9 to 4.

Motion from Dick Baumhauer to place ad in *Hemmings* to solicit new members (ad to be in a spring 1998 issue). Dan Newman seconds. ALL APPROVED

FUTURE ROUNDUPS:

1998 Roundup 19 will be in Dixon, Illinois. A rural one as opposed to the standard city style. Dixon is about two hours west of Chicago. Roy Linenberger and Brad Stone are our hosts. Dates to be announced.

1999 Las Vegas, Nevada. To be arranged by Steve Mayefske, Tim Morgan and Mark Rock. Duke Williams and Darol Burgess to help out as well.(20th Anniversary of CVOA!)

-What can we do to make Roundup more interesting to all family members? Need suggestions from women. Send to President for review.

ELECTIONS OF OFFICERS:

Dale Malin was nominated last minute by Steve Mayefske for President. Dale accepted nomination. Jim Rigg was also nominated as well for President. Dale Malin wins on vote of 9 to 4.

Mike Rupert nominated for VP/Treasury and Membership. Accepted on unanimous vote.

Tim Morgan nominated for VP/Merchandise. Accepted on vote of 12 to 0, 1 abstains.

MEETING ADJURNED AT 11:30 PM

Respectfully submitted,
John Cowall

CONTINUED FROM PAGE 1

A comment was made to me after the banquet, praising my time commitment and my effort. The observation was that I must really like the Cosworths. I didn't protest then, but the speaker was wrong. It's not the Cosworths I like so much. It's the people that own them. They're my friends. They're good, kind, generous, helpful people. They're fun to be with. They're interesting. They're all so different. The Cosworth merely brings them together.

Three special acts of generosity deserve mention, for they epitomize those that attend the Roundups. Probably the Door Prize most coveted by the guys was the Jet Hot Coatings gleaming hi-luster silver ceramic coated Cosworth header. My son Dan won it, and as I broke into a huge grin for "his" car had burned and it would undoubtedly go on "mine", he waved off the prize, saying "Draw again." We did, and John Cowall was the next name drawn. He too tried to say draw again, but we prevailed upon him to take it, and he did, but only for a few minutes. He soon came to me and said humbly that the header did not belong on his car, it truly belonged on that of the Marrs, and so he was going to install it on their car as a fitting tribute and gift to them. And then there was Bob Chin, who could not stay for the entire Roundup but drove six hours anyway, paid his fee, spent two hours at the picnic helping to judge the Concours, and donated a compact stereo system that he could as easily have given to his young daughters. To these special people, a special THANKS.

As for the Roundup itself, everybody had a great time. The how-to classes were a hit. The picnic was so much fun that nobody wanted to leave. Everybody was impressed with the Rock Hall. Those that participated enjoyed the economy run and the tour of Cleveland it gave them. Even the tight autocross could not dampen everyone's spirits. The banquet dinner was first rate and the speaker, former Indy Car driver Tom Bagley was both interesting and funny. But I remember the people. I remember their helpfulness and generosity. They are my special memories of Rockin' Roundup 97. **Mark Rock**



Roundup 18 Guest Speaker Tom Bagley

1998 Roundup 19 Dixon, Illinois July 17-18-19

at the
**Best Western
Brandywine Lodge**



**443 Illinois Route 2 Dixon, IL, 61021
(815) 284-1890**

**CVOA Special Room Rate \$58 per night
(up to five in room including children)**

Services and Facilities: Restaurant; lounge; heated outdoor pool; whirlpool and Jacuzzi® fitness center; 24-hour front desk; meeting and banquet room for 100 people; fax and photocopy services; complimentary newspaper; children under 12 stay free; safety deposit boxes; free parking; pets allowed with a \$25 pet deposit. Room Amenities: Cable television; air conditioning; nonsmoking rooms.

Quick Hotel Description: Nestled in a quiet country setting in the heart of the scenic Rock River Valley, the Best Western Brandywine Lodge offers a beautiful setting with all of the comforts of a full service hotel. Enjoy a day of hiking or biking in one of five state parks, all located within a short drive and featuring some of the most scenic areas in the state of Illinois. For those who enjoy exploring historic sites, the area is rich in history and offers some exciting places to visit. The Brandywine Lodge offers full service amenities for those traveling on business, seeking meeting and banquet facilities, or just looking for a relaxing weekend away from home.

CVOA (Tenative) Plans

Director Meeting, Concours/Car Show,
Tour of Nuclear Power Plant
Chocolate - Poker Run
Speed Event, Banquet, More to come!!

Hosts: Brad Stone (815) 756-1025
Roy Linenberger (815) 627-9410

The secret of success is simply getting ready!

Start making plans today

ROUND UP 18 AWARDS

AUTOCROSS

QUICKEST LAP IN SECONDS

STOCK CLASS

1 Brad Stone	59.170
2 Steve Mayefske	60.512
3 Steve Sartori	60.589
4 Joe Phillips	62.863
5 David Dempsey	63.090
6 Tim Foy	63.284
7 Cliff Eroskey	68.277
8 Shawn Foy	72.521

MODIFIED CLASS

1 Mal Kooiman	55.149
2 John F. Cowall	56.886
3 Dan Rock	58.622
4 Dick Baumhauer	58.653
5 Dan McNally	58.670
6 Mike Stiglitz	60.983
7 Mark Stiglitz	61.307
8 John J. Cowall	61.836
9 Mike Rupert	62.253
10 Jim Reardon	62.985
11 Dale Malin	63.001
12 Roy Linenberger	63.482
13 Dan Newman	66.129
14 Lou Marr	74.457

LADIES CLASS

1 Kathy Cowall	68.458
2 Linda Linenberger	71.761
3 Cathie Dempsey	73.255

NON COSWORTH

1 Mark Rock	58.117
2 James Shea	64.709

Pylon penalties added to best times



Dick Baumhauer's #3136



John F. Cowall flyin' in his son's car #1156



Steve Sartori and #0651



CVOA CONCOURS

STOCK UNDER 25K

1 Vic Doritan #3374	295
2 Steve Satori #0651	231
3 Art Treta #1105	230
4 Brian Pecenco #0953	209

STOCK OVER 25K

1 James Ruby #2482	282
2 Steve Mayefske #1951	261
3 Tim Foy #2656	260
4 Brad Stone #1199	256
5 David Dempsey #1781	188
6 Cliff Eroskey #3504	153
7 Fred Knop #1146	150

MODIFIED UNDER 25K

NO ENTRIES

MODIFIED OVER 25K

1 David Dempsey #2995	285
2 James Blunden #1953	271
3 Lou Marr #1000	262
4 Mike Rupert #3324	253
5 John Cowall Sr #0803	208
6 Mark Rock #0259	192
7 John Cowall Jr #1156	123
8 Paul Amoratis #2885	123
9 Roy Linenberger #2393	123

SPECIAL/UNLIMITED

1 Dick Baumhauer # 3136	254
2 James Reardon #2364	181
3 Dale Malin #0711	129
4 Mal Kooiman #1763	129

PEOPLES CHOICE

1 Bob Chin #2987

FAST TIME OF DAY

Mal Kooiman #1763

CONCOURS JUDGES:

Bob Chin
Tim Morgan
John Chidester

ECONOMY RUN / RALLY

COSWORTH - EFI

1. Mike Rupert 34.1 MPG
Navigator: D. Malin, J. Phillips
2. John F. Cowall 30.2 MPG
Navigator: Kathy Cowall
3. Arthur Treta 30.0 MPG
Navigator: Kathie Treta
4. Steve Sartori 27.0 MPG
Navigator: Lisa Sartori
5. Brad Stone 23.5 MPG
Navigator: Kim Stone
6. James Ruby 23.4 MPG
Navigator: B. Pecenco, J. Blunden
7. Timothy Foy 21.7 MPG
Navigator: Lynn Foy

COSWORTH - WEBERS

1. Roy Linenberger 33.3 MPG
Navigator: Linda Linberger
2. No name 18.5 MPG
Navigator: No name #2

NON-COSWORTHS

1. Jim Stallwitz 32.4 MPG
Navigator: Carol Stallwitz
Chevrolet Cavalier
2. Jim Shea 27.5 MPG
Navigator: Annette Shea
Chevrolet Corvette
3. Gregg Gibson 25.5 MPG
Navigator: Arnie Gibson
Unknown vehicle
4. Dick Baumhauer 19.5 MPG
Navigator: The Kooiman's
GMC Typhoon
5. Steve Mayefske 13.1 MPG
Navigator: Bonnie Mayefske
Ford F250 Truck

SPECIAL AWARDS

Maloy Memorial Award
Bob Chin

Past Service
Susan Rupert, V/P Treasury

Past Service
Bob Chin, Director

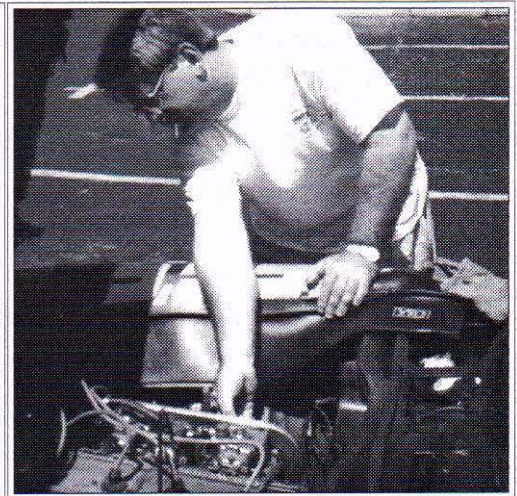
Roundup Hosts
Mark and Barb Rock



Sea of CV's on display for the Concours



Master of Autocross setup - Dan McNally



Aa...er...umm, Dan are you sure that's the right adjustment screw?



Mid row shot on Rock's lawn

LETTER TO EDITOR

Hi Everyone!

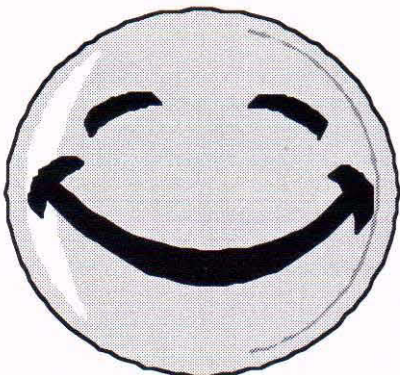
I can't believe it's been three years since I've been to a Roundup. It seems like yesterday. How time flies... I should know, Sara is starting high school and Kevin is starting first grade. I think I'm going to be a little busy! Now to get to the reason I am writing to everyone. I asked Mike, you all know him the big BOSS, if I could put a little note in the next Magazine for two reasons. One is of course to say hello and I'm sorry I missed another event but most of all it is to say Thank You to Everyone in the Club for the wonderful Award Mike brought me home from the Roundup. I was so surprised and so sorry I wasn't there to receive it myself. So because of all of this I just wanted everyone to know how wonderful it is for me to be thanked for something that I enjoyed so much. I hope everyone has a safe year to come and a wonderful holiday that is to come. Hopefully and God willing we will all see all of you next year. Thank's! God Bless All,

Love Susan



Sunday Banquet Shots

All photos this page from none other but Brian Pecenco. There were four tables which I had no room for. So the tables where all were paying attention to Brian and that @##\$%! camera were picked. I personally do not know what the Vega boys were up to this year, (except the phantom trailer lights until 3:30AM), maybe they will have a story next year.



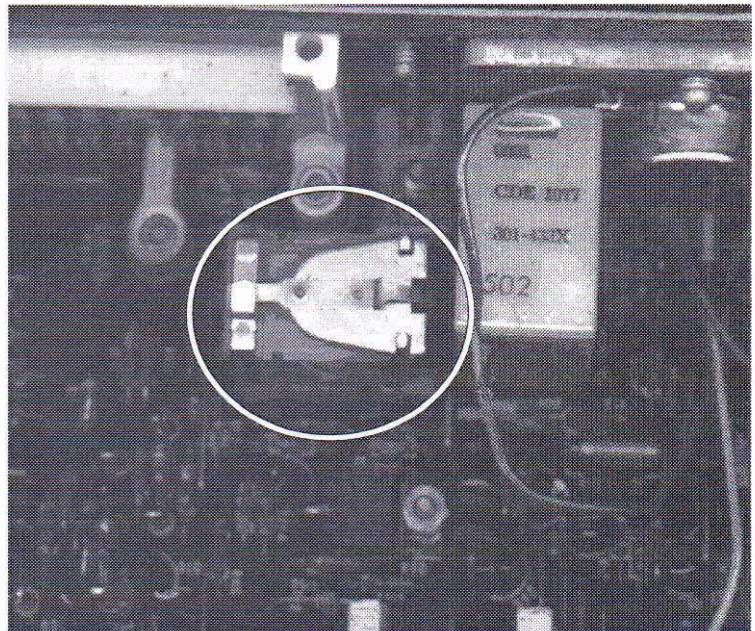
TECH TIPS-COMPUTERS AND EFI SYSTEM

Sticky Fuel Pump Relay Solution

Duke Williams, Region 16

Several members have reported a problem where the fuel pumps remain energized after the ignition switch is shut off. This has been traced to a faulty relay inside the ECU, and the fix is simple. There are two identical relays inside the ECU. Both are located near the heat sink and are capped with white plastic covers. The relay mounted closest to the heat sink controls ECU power, and its next door neighbor controls power for the fuel pumps. Ace electronics technician Jerry Siler suggested that the problem could be the relay return spring. Bob Nieto brought down an ECU with this problem on a recent trip to Southern California. Using a couple of dental probes (Try to get a couple of these from your dentist or hygienist the next time you're in for a checkup or maintenance. They're also great for picking out sticky valve shims from the small hole in the tappet OD.), we pulled the "long side" of the plastic cover out which released the locking tabs and wiggled the cover until it popped off. Hand cycling the relay confirmed that it would occasionally stick. Jerry was right on. It was the spring! Jerry then pushed lightly with a small screwdriver on the side of the little leaf spring and, voila! The tension increased enough to consistently pull the contact lever back. You might want to check both relays. If the ECU power relay sticks on, you will likely be plagued with dead

battery problems. We are also looking for replacement parts. So far we've come up blank on the relays and ICs, but everything else looks generic.



Image, albeit poor, shows fuel pump relay orientation, cover removed.

Connection conductivity, Maurice Schechter, Region 2

When ever I find a product that works well, I have to let people know! The product is called RAIL ZIP by Pacer Technology. The label reads "Advanced technohgy track cleaner and corrosion inhibitor. Removes corrosion, restores electrical conductivity, safe for plastics, prevents new corrosion."

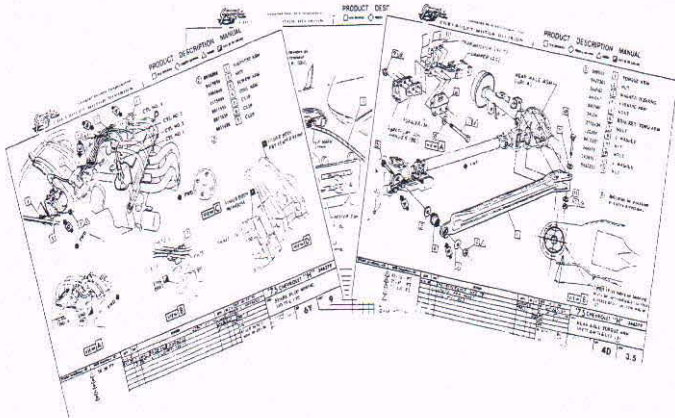
I was having intermittent problems with my fuel injection system, hard starting, poor fuel economy, miss, full throttle leanness. After years of being exposed to the elements, the connectors to each sensor built up a thin layer of oxidation not visible to the eye. Since the sensor measures current flow, any resistance will affect their operation.

By putting a little RAIL ZIP on every injection connection and waiting the recommended 10 to 12 hours, my problems disappeared. Even after two months of running the car the problems have not come back. You can purchase RAIL ZIP at the hobby store.

Throttle blade alignment, Craig Schmitz, Region 16

After cleaning out my throttle body ports and blades with a hand full of Q-tips and a little carb cleaner the problem began. I started my Cosworth and the idle speed jumped to 2500 RPM. I adjusted the curb idle screw all the way in (clockwise) to th point where the throttle pivot no longer made contact with the screw. This only brought the idle speed down to 1500. After pulling the throttle body off again for a thorough inspection I found that the top edge of the throtte blades were interfering with the throttle bores not allowing the blades to close down completely. *The Fix.* I carefully loosened the staked throttle blade screws with a well fitting screwdriver about a half to three-quarters turn. I worked the throttle rod back and forth a couple of times then I opened the throttle and let it snap closed from the force of the return springs. This caused the blades to self center in the throttle bores. I then carefully tightened the staked throttle blade screws to a comfortable hand torque. The idle stop screw now gives a full range of idle speed adjustment

Restoring a Cosworth Vega?



**Do you know for sure where this, that
and the other things go?**

**Invaluable source that the workers at
Lordstown used to assemble your
unique piece of history.**

**74 Engine Assembly \$10
75 Cosworth Vega Assembly \$35
76 Cosworth Vega Assembly \$35**

**CVOA Merchandise
11202 Valley Stream Drive
Houston, TX 77043**

CVOA VENDOR LISTING

CV Parts - New

HME, Clarksville, TN (615) 648-3333 (has Repro gold dash bezels)
Performance Dynamics, Sacramento, CA (916) 488-3114

CV Parts - Used

HME, Clarksville, TN (615) 648-3333
Performance Dynamics, Sacramento, CA (916) 488-3114

Vega Parts - New/Used, Repro Front Air Deflector

DAVE'S VEGA VILLAGE, Port Moody, B.C. Canada,
(604) 469-9979 Monday-Saturday 1pm to 7pm PST

CV Rebuilding/Repairs - Total or Partial

HME, Clarksville, TN (615) 648-3333
Performance Dynamics, Sacramento, CA (916) 488-3114

Carpets - Molded Floor, Rear Cargo & Material

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

Speedometer/Tachometer Repair

Micro-Tech, c/o Michael Avery, Louisville, KY 1-800-626-1588

Reproduction Labels

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

Computer Repair

Bob Stallwitz, Pekin, IL (309) 353-2450

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

(You can get a superior taper roller bearing at the front of the shaft)
Superior Pump Exchange Co.
12901 Crenshaw Blvd.
Hawthorne, CA 90250 (310) 676-4995 ask for Sharon

Fuel Injector cleaning & testing

(Send them your injectors, they clean 'em test 'em and return 'em
with a report. Call for pricing and address.)
GB Remanufacturing, Signal Hill CA
(310) 490-0953

CVOA MERCHANDISE *(SOLD TO CURRENT MEMBERS ONLY!)*

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

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

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. **\$200.00 per kit**, call for individual stripe availability. (No separate hood or small "COSWORTH TWIN CAM" end panel stripes.)

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

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

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

Bendix Fuel Filter - Reproduction of the original, made by original manufacture Allied Signal. Blue with black print. **LIMITED SUPPLY \$75.00 each**

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

Cosworth Vega Magazine Back Issues - All back issues of the Cosworth Vega Magazine are available. Some issues are only available as photocopies. **\$100.00 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.** Latest update 7-96

Key Fobs - Alloy casting of horn emblem, enameled blue/black logo. 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

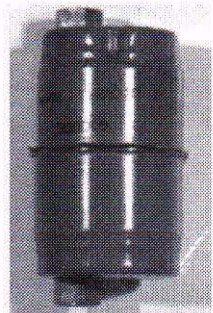
#1 - 3" dia. The club patch in black cloth with gold lettering. **\$6.00 each.**

#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.**

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

CVOA MERCHANDISE / TIM MORGAN
11202 VALLEY STREAM DRIVE
HOUSTON, TX 77043



Cosworth Vega Classifieds

CHECKMARK INDICATES NEW OR UPDATED AD

Cars for sale

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

√ **75-0033.** Showroom condition. Perfect inside and out. Completely original. Only 6,500 actual miles! Always garaged, never driven in the winter. One owner. Original build/purchase papers and correspondence with GM. Complete library. \$9,000 obo. Must sell. Day phone/fax (802) 456-8722 ; night (802) 456-7081 Stuart Savage, Apple Hill, East Calais, VT 05650

75-0264. Black, black vinyl. 18k, All mechanicals checked and repaired/maintained as necessary. Refinished wheels. No rust. Body damage on doors, right rocker and right rear quarter. Have one door and rocker panel. \$2,500 Jim Reardon, Columbus, OH (614) 421-6821

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

75-0561. Black, black ? New paint, excellent condition, rust free Arizona car. \$4,995 Dick Meierhenry, 3848 W. Grandview Rd, Phoenix, AZ 85023 1-(602)-439-1308

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. \$7,000. Steve Larson, 164 N. Clark Dr., Palatine, IL. 60067 Call: (847) 934-3672 evenings and weekends.

75-0646? Black, white vinyl. Rear speaker, swing-outs, 3.73 posi, aux lighting, door edge guards, tinted windows.

This car runs fairly well, but needs tuning due to extended storage.

75-1009. Black, black vinyl. Rear speaker, tinted windows. This car is wrecked, but it does still run. Has been parked since 12-93.

I need to sell these cars as well as all of my Vega/Monza parts since I have limited storage area and too many projects. Fax or call (804) 399-6958 for more info and list of parts. Package deal of only \$2,500. David Daniel, Portsmouth, VA

√ **75-0651.** Black, black ? 14K original miles, swingouts, AM/FM stereo, rear defog. \$5,500 Steve Sartori, Box 513, West Stockbridge, MA 01266 (413) 232-7169

75-0749. One owner, never set outside over night in its life. Runs perfect never a maintenance problem. Two extra cars go with it. Also 1929 Model A Ford with Cosworth engine completely restored. Need space. Ray Fabel, 321 Pine Dr., Henryville, IN 47126. (812) 294-4836

√ **75-0828.** Black, black vinyl. 4-speed. Good original condition. 34K Stored inside and covered for the past 20 years. 1K on complete engine overhaul. No rust. Also have new stripe kit. Price \$4,500. H.F. O'Donnell, Sunrise Beach, MO (573) 374-9482

√ **75-0920.** 9K, black, white interior, swing-out windows, AM/FM radio with rear speaker, rear defrost window, aux. lighting and floor mats. Car won the Gold-Spinner at the Chicago Chevy/Vette Fest in 1995 in the stock class, the last time it was shown. Car is stock except for a new paint job, tires, Koni shocks painted black and a newer battery. Most of the changes were made because of car showings or age. The car is ready to show with some prepping because it has set in my garage under cover for the past two years. Would like \$7000. Also have a flat bed trailer that fits car like a glove for \$500. Call Jim Stallwitz, 4410 Meadow Drive, Pekin, IL 61554-8532, (309) 925-7881, E-Mail: turk53@dpc.net

√ **75-1016.** Very Clean, original, A/C added, AM/FM cassette, equalizer, good condition. \$4,000 OBO. James Eubank, 50240 S. US HWY 281, Pratt, KS 67124 Call (316) 672-6061

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

75-1289. 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

75-1480. Black, black ? 82k. AM/FM radio, Garaged kept. Very good condition, 2nd owner, undercoated. Call after 4PM. \$3,500 Donna Roth, Biglerville, PA. (717) 677-8316

√ **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. \$3,200. Michael Price, 835 Ruth Road, Telford PA, 18969. (215) 721-0412.

75-1952. Black, black vinyl. 80K, AM radio, posi-traction, extra engine and NOS dash bezel. California car. Sig Hallstan, Santa Rosa, CA (707) 545-4028 \$2,000

√ **75-2048.** Hutton Webers, Hutton A/C, 4-speed, 12.5 to 1 pistons. Includes complete EFI system.

76-2395. Stock, 5-speed, swingouts. Both cars are complete w/straight bodies, but have been stored outside for several years. PLUS extra complete engine(#1682), extra wheel/tire, extra computers, set of factory rally cams, set of stock factory pistons and spare parts, some body decals, books and engine tools. Asking \$3,000 for everything, will consider assisting in transporting within reasonable distance. Ron Durling, 1429 Berkeley Dr, Redlands, CA 92374 (909) 792-4791 or email ron_durling@eee.org

√ **75-2064.** New! Never licensed or titled. 17 miles. One owner. All original documentation. Call or email for additional information. \$10,000 Larry Thiel, 4639 191th Ave S.E., Issaquah, WA 98027 (207) 746-2917 or email LarryThiel@msm.com

√ **76-????.** White, firethorn. 312 original miles. Always garaged kept, drives and runs excellent. All paperwork, window sticker still in window. Show or museum car. Must sell lost storage. \$8,300 Call David Tau, 2608 Tinosa Cir., Pensacola, FL 32526 (904) 944-6534

76-2077. Black, ? 8,600 miles. Mint original, always garaged. Original invoice-\$6,594.60 new. Tinted glass,

swing-outs, mats, door edge guards, aux.lighting, visor sleeve+manuals. Must Sell \$6,995 Dave Louden (314) 227-6838

76-2106. Black, black vinyl. 54k. 5-speed, new paint, new Goodyear GT radials, nice interior. Runs Great! Must sell losing storage. \$5,000 obo, Call Richard Lovell, (614) 452-9006 Zanesville, Ohio.

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.

76-2240. Black, white vinyl. 5-speed, AM/FM, swing-outs, totally original except battery. 25 miles! Still on MSO(untitled). Very nice condition, wouldn't take much to be perfect show car. \$9,000 firm. Dan McNally , Verona, PA (412) 793-6652 leave message.

√ **76-2264.** ONLY 317 miles. Black, positraction, tinted glass, rear speaker, 4-speed. Window sticker still on car, never licensed. \$13,300 At GM Dealership-Perdock Inc. Contact Bill Perdock, 221 W.Washington St, Washington, Iowa 52353 (319) 653-2131 or home (319) 653-3057

√ **76-2559.** Black, black vinyl. 5-speed, posi rear, Pop-outs, tinted glass, AM/FM w/rear speaker, heated glass, mats, Complete professional restoration. No Cosworth ever looked this good or was built with as much care from the day they came off the assembly line! Started as a rust free 23,000 mile car, striped to bare shell, mounted on body roller, underside and engine bay blasted and painted. All paint striped and complete base/clear system applied with all attached body parts removed. This means no tape lines anywhere! Body shell was than assembled using all NOS parts, bumpers & rub strips, all trim, mouldings, emblems weatherstrips, windshield, lights, and fresh stripe kit. Interior is flawless black vinyl with new carpet & NOS dash bezel and many other NOS interior pieces. Engine has complete rebuild of original motor, sleeved block, new bearings, pistons & rings, water pump, valve job with new guides and valves. NOS oil pan & pulse air tubes, along with a powder coated valve cover and air cleaner complete this highly detailed engine. All brackets, bolts, hose clamps, etc. have been re-cad plated as original, all new hoses with proper GM markings, rechromed fuel rail, retaining brackets and water tube, rebuilt steering box with proper markings, NOS radiator and overflow jar. New clutch & cable, trans completely rebuilt and detailed, rear axle completely rebuilt with new bearings, seals, brakes and hardware. New fuel pumps, stainless brake and fuel lines. Added non-original items

like new Monza vented front brake rotors, calipers, brakes, hoses and hardware, Monza power brake booster w/new master cyl, and tilt wheel. No bolt, nut, washer, clip, ANYTHING that was not gone over and restored. If you were to undertake a project like this you would spend minimum of \$16,000.00 I will let this car go for the best offer over \$6000. Please call for info. Mike Price (215)-721-0412 evenings (215)-679-7911 x 139 days.

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.

√ **76-2610.** Black,? Good original condition. 104K miles. 5-speed. California Car \$2,900 OBO David Tenorio, 1051 Kensington Way, Salinas, CA 93906 (408) 899-4342 days (408) 444-6605 evenings

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 (210) 558-3376 or if not home leave name/ number. San Antonio, TX

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.

√ **76-2728.** Black, white vinyl. Former SCCA SSA road racer currently ITA legal road racer with SCCA log book; (13-386) issued March 8, 1978, roll cage, belts etc. upgraded brakes, proportioning valve, large anti rollbars, stiff springs, reinforced suspension components. KYB shocks. 13 x 7 wheels. Leather steering wheel. Braided brake lines. Electric cooling fan, Oberg oil filter/cooler, clutch cable bracket reinforced, other parts prone to fatigue/ breakage have been reinforced. EFI, Webbers available. 53k, 4 speed, 3:73 posi, swing-outs, 8 track radio, rear defogger present condition - 3 (body average) present use - daily driver, autocross, new carpet \$4,000 Jim Reardon, Columbus, Ohio (614) 421-6821

√ **76-2864.** Firethorn, Firethorn Cloth, 4 Speed, Swing Outs, Posi, AM Radio. New Gaskets and Belts. \$ 1,950.00. Tim Morgan 281-493-2488.

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

√ **76-3???** White, Buckskin Cloth, 5 Speed, Swing Outs, Rebuilt Engine, New Brake and Fuel Lines. \$ 3,950.00. Tim Morgan 281-493-2488.

√ **76-3097.** Buckskin, Buckskin Vinyl, 4 Speed. Needs Complete Restoration. \$ 750 Tim Morgan 281-493-2488.

√ **76-3219.** Green, Buckskin cloth. swing out rear windows. No motor or trans., needs bodywork. \$600

√ **76-3417.** White, white vinyl. 5-speed, swing out windows, 43K on car, 35K on motor. New shocks, gas tank cleaned and lined, new in tank fuel pump. CV wheels blasted and painted. Body work completed and new paint applied. Needs some interior work. \$1,100 Will negotiate prices and make package deal to give them a good home. Robert Ralphs (803) 821-0441, 100B Scaup Ct., Summerville, SC 29483.

√ **76-3227.** Black, black vinyl. 36K, all stock, stored indoors, very clean car, interior perfect. Asking \$4,000 Call Red Gobel, 12525 Rebecca Dr SW, Tacoma, WA 98499 (253) 588-0259

√ **76-3237.** Black. Webers. Arizona car, very straight body. Make offer to Greg or Sandra Gall (605) 624-0044, 31162 466th Ave., Vermillion, SD 57069

√ **76-3272.** Firethorn, firethorn vinyl. 76k on 99% rust-free body. 4-speed. Recently rebuilt (sleeved+linebored) engine. C.O.E. valves, ported and polished head. Spares: stock long block engine, sensors, throttle body, transmission, vented disks, and power brake booster + more. \$1,800 Tom Queen, Arlington, TX (817) 451-5535, can email at squeen@startext.net

√ **76-3344.** Mahogany. Webers (have original EFI), 4sp, running car, minor rust, never crashed. \$2,200 Additional parts: mostly complete engine, extra C.H., water pumps, BD3 cams, exhaust header, four crankshafts. Call for parts/prices. (407) 831-4306 Carl Wessels, Maitland, FL

Parting out cars

76-3357. Firethorn, firethorn vinyl.

77-Vega GT. Blue, aqua, white vinyl.

75-Vega. Orange, saddle vinyl

Call with specific needs! (607) 334-7259 evenings, Jim Blunden, 92a Borden Ave, Norwich, NY 13815

Parts for Sale

√ 1977 Vega Body, Buckskin, Buckskin Vinyl. Car has A/C and Power Steering. \$ 450.00. Tim Morgan 281-493-2488

√ 1977 Vega Engine Rebuilt with sleeved Block \$ 500.00 plus shipping. Rebuilt (by Tomco) 76 - 77 Vega Carburetor \$ 195.00 plus shipping. New Aftermarket Vega Convertor \$ 75.00 plus shipping. Tim Morgan 281-493-2488.

√ One of the largest NOS Cosworth Parts Collections anywhere. Body parts, fenders, doors, 1/4s, bumpers, rub strips, headlight doors (75 & 76), all lamps, weatherstrips, emblems, mouldings, stripes, wheels, etc.....Interior parts, dash bezels, number plaques, horn

emblems, arm rests, shiftboots, handles, knobs etc... Engine parts, gasket kits and gaskets, all engine sensors, oil pans, valve covers, head, cam carrier, belts, hoses, radiator and washer jars, air filters, fuel filters, water pumps, plug wires, pcv valves, trans. and rear axle parts, exhaust pipes etc... many, many other interesting and one of a kind parts. To much to list here. Would like to sell everything at one time. *If you are seriously interested please mail me a self addressed stamped envelope for a complete listing, please do not call for listing.* I will let this go for a very fair price to the highest offer. Mike Price 835 Ruth Rd. Telford, PA. 1 8 9 6 9

√ Large collection of USED Cosworth parts. Fenders, doors, header panels, bumpers, lights & lamps, trim & bezels, wheels, seats, interior plastic panels, dashes, engine blocks and parts, gas tanks, radiators, engine parts, air cleaners etc. To much to list. \$450.00 obo. Mike Price (215)-721-0412 evenings. (215)-679-7911 x 139 Days.

√ California rust free body, 1975. Call Michael Price, 835 Ruth Road, Telford PA, 18969. (215) 721-0412(H), (215) 679-7911x139(W)

√ '75-'76 miscellaneous CV parts. Call Steve Sartori, West Stockbridge, MA (413) 232-7169

√ Steering gear box, quick ratio 16:1, \$100.00 + shipping. Cosworth crankshaft, perfect cond., standard size \$75.00 + shipping. Bill Clark (802) 482-3038h, (802) 878-4430 RR 2 Box 356, Hinesburg, VT 05461

√ Right swingout window gasket, used but in good shape \$30. Left side mirror, used \$10. Right armrest, black, very good \$20. Right armrest, tan, very good \$20. Metal gas cap, used \$15. Shipping extra. Jim Rigg, 11528 South Thornberry Ct., Draper, UT 84020 (801) 523-8805

Cam covers (bead blasted and refinished) \$100, '75 wheels (powder coated) \$500/5, '75 wheels (sand blasted and painted) \$100ea, hatchtent \$200, '75 chrome grille \$50, air cleaners \$50, swingout windows, steering wheels, transmissions, body parts, engine parts, trim, '75 solid body 1V77E5U243554 almost ready to paint with engine and trans, Vega GT wheels, heads, engine blocks, pistons, cranks, cams, more (602) 843-8793 Steve Ryan AZ

High pressure pump \$ 125, high pressure pump cover \$25, fuel filter bracket \$20, 2 ea starters \$35, computer \$275, fuel injection w/ harness and sensors \$150, fuel injection air cleaner \$20, front springs (pair) \$25, rear springs (pair) \$25, front 1" sway bar \$25, pulsair system \$100, Vega 4 /1 header \$20. Oran Eichler, 1715 Mountainside Dr, Cumming, Ga 30130 Phone: 770-887-1184 Voice Mail: 1-800-626-5275 Box 1042

Four (4) original CV tires, with 10,900 miles. Car was stored off tires. Goodyear BR70-13 Custom Steelgard/Radial Wide Tread. Patrick Andres, PA (814) 676-5066

√ 76 Front Grill \$10, 76 Front Grill Chrome Trim set \$5, Rear Spoiler \$35, 76 Front header panel (rusty) \$5, Front Spoiler (cracked) \$20, Complete Vega Dash w/Instruments (regular vega) \$40ea, Complete Iron Duke 151 Engine \$BO, 2 Bellhousings \$15 ea, 76 R/L Headlamp Housings \$8 ea, Air cleaner housing \$10, Used Crankshaft \$100, 3 Front Bumpers \$15ea, Rear Bumper \$10, 2 Intake Manifolds \$30ea, Swing out Window sets \$25/pr, Swing out Window moulding \$40/set, Windshield moulding set \$30, Hatch moulding set \$30. All prices negotiable. Please call with other needs. Robert Ralphs (803) 821-0441, 100B Scaup Ct., Summerville, SC 29483

NOS LOT: \$250; intake/head gasket, cam cup, fuel filter, 8 EFI grommets, ex. gasket, pulse tube, 4 gas-filled o-rings, valve seal set/installer, vert. s-out mldg, cowl seal w/clips. USED INTERIOR LOT: \$50; Cos horn button, dash plate, 75 sunvisor(drivers side)w/decals intact.

USED ENGINE LOT: \$275; pulsair manifold w/hoses + ck valve, 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 FIVE LOTS (TOTAL \$775) FOR \$500!

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

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

Parts Wanted

Rear sway bar 1", steeringbox 16:1, large front vented brake system, 4:10 or 3:73 posi gears or complete rear end, new black carpet set, 1 ea 75 cosworth rim or set of wider rims, any performance parts for road racing, cam belt adjusting tool. Oran Eichler, 1715 Mountainside Dr, Cumming, Ga 30130 Phone: 770-887-1184 Voice Mail: 1-800-626-5275 Box 1042

√ Buckskin floor mats, front and/or rear. Also rear interior trim panels(buckskin or black) Good used or NOS Byron Burnham, El Cajon, CA (619) 590-1555

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

Front sway bar, 1 1/8. GM #371786, NOS or good used. Bill Smith, Abilene TX (915) 692-3882

'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

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

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

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.

"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

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 address is :

CVOAINC@aol.com

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DIV. OF MCCIB

4th QUARTER '97 COSWORTH VEGA MAGAZINE DEADLINE

Deadlines for articles and advertisements in the 4th Quarter issue of the Cosworth Vega Magazine is November 5, 1997

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 20, 1997

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 \$10 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:

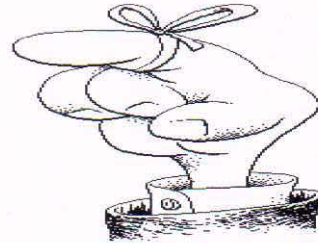
CVOA Magazine

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:

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**P.S. WHEN WAS THE LAST
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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
Phil Rust, 622 E. Vermont-Rear Apt
Indianapolis, IN 46202
317-639-5758

REGION 11 - IL, MO
ROUNDUP 19 HOSTS - 1998
Roy Linenberger and Brad Stone
P.O. Box 173
Cortland, IL 60112
815-756-1025

REGION 12 - TX, OK, LA, AR
Dan Newman and Tim Morgan
11202 Valley Stream
Houston, TX 77043
281-493-2488

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
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Green Bay, WI 54303
(414) 434-3652

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

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

NAME _____ TELEPHONE (____) _____ NEW () RENEWAL ()

ADDRESS _____ 1 YEAR MEMBERSHIP \$30.00 ()

CITY _____ STATE _____ ZIP _____ 3 YEAR MEMBERSHIP \$75.00 ()

EMAIL ADDRESS _____ PAYMENT: CHECK () MONEY ORDER ()

COSWORTH INFORMATION: *Please fill all blanks!*

PRESENT CONDITION: 1 (Best) 2 3 4 5 (Worst) PRESENT USE _____

MODEL 1975() 1976() DASH# _____ VIN# _____ MILEAGE _____

EXTERIOR COLOR: Black () Firethorn Met. () Antique White () Medium Orange () Medium Saddle Met. ()
Dark Green Met. () Dark Blue Met. () Mahogany () Buckskin ()

DASH COLOR: Black () Firethorn () White () Buckskin () Dark lime ()

SEAT COLOR: Black () White () Firethorn () Buckskin () SEAT TYPE: All Vinyl () Vinyl-Cloth Insert ()

CARPET COLOR: Black () White () Firethorn () Saddle () Dark Blue () Dark Lime ()

ORIGINAL FACTORY OPTIONS: Tinted Glass, Positraction, Swing-out Windows, Rear Speaker, Rear Defogger
Radio delete, 5 Speed, Aux Lighting, SkyTrends Sunroof, Floor Mats, Door Edge Guards, Cloth Headliner
AM Radio, AM/FM Stereo Radio, AM/FM Monaural, AM Radio w/8 Track, AM/FM Stereo Radio w/8Track

PERMANENT MODIFICATIONS: _____

Which owner are you? 1st 2nd 3rd 4th Other Unknown

ORIGINAL DEALER (include city and state, if known): _____

PREVIOUS OWNERS (include city and state, if known): _____

TODAY'S DATE: _____

Revised 8-97

Cosworth Vega

quarterly magazine

147 HIRAM STREET
PITTSBURGH, PA 15209-2133

ADDRESS CORRECTION REQUESTED

FIRST CLASS MAIL

A.R. Morgan Enterprise, Inc.
 11999 Katy Freeway, Suite 150
 Houston, Texas 77079
 281-493-4511
 E Mail - twincams@aol.com

Part #	Quantity On Hand	List Price	C.V.O.A. Price	Description
E-4490	1	45.00	36.00	Air Filter - K & N for Stock EFI Air Cleaner
1553690	3	12.75	10.20	Air Filter Element
14004488	14	9.00	7.20	Alternator Bushing - Large
466360	14	9.00	7.20	Alternator Bushing - Small
BL-76SS	2	225.00	180.00	Brake Lines Stainless Steel - 76
PD7053R	1	37.50	30.00	Brake Pads - Monza
AI 5471300	1	127.50	102.00	Brake Power Booster - Rebuilt
WAG BD60277	4	67.50	54.00	Brake Rotor
473210	90	6.75	5.40	Cam / Distributor Seal
348613	1	225.00	180.00	Camshaft Housing
348615	1	75.00	60.00	Camshaft Housing Cover
DCOE 42	2	225.00	180.00	Carburetor - Weber Used
QFU 242	1	150.00	120.00	Carburetor Air Filter Assembly - Filtron
HME WMK	2	225.00	180.00	Carburetor Manifold - Weber / Mikuni
HME TCB	1	75.00	60.00	Carburetor Throttle Cable Bracket
HME ICL	1	75.00	60.00	Carburetor / Throttle Body Linkage
6274214	15	30.00	24.00	Center Cap
CB 745 P 20	4	3.75	3.00	Connecting Rod Bearing
CB 745 P 30	8	3.75	3.00	Connecting Rod Bearing
CB 745 P	4	4.50	3.60	Connecting Rod Bearing
326135L	1	487.50	390.00	Crankshaft - Lightened Used
6260845	3	375.00	300.00	Cylinder Head
6260845CPO	1	750.00	600.00	Cylinder Head Used - Comp "O" Ringed
ERT SL307FXV	1	150.00	120.00	Cylinder Sleeves
45651R-CAD	3	75.00	60.00	Dipstick Tube - Cad Plated
45651R	5	60.00	48.00	Dipstick Tube - Painted
1110649	2	337.50	270.00	Distributor
D331 / 1880022	2	15.00	12.00	Distributor Cap - AC
1875990 / D1906	2	60.00	48.00	Distributor Control Module
D1906 / 1875990	2	60.00	48.00	Distributor Control Module - AC
360147ASM	1	187.50	150.00	Distributor Drive Assembly
176LO50	50	9.00	7.20	Distributor Drive Belt
360147	3	120.00	96.00	Distributor Drive Housing
360145	1	90.00	72.00	Distributor Drive Shaft
1880020 / D1910	3	37.50	30.00	Distributor Pick Up Coil
D432 / 1893669	2	11.25	9.00	Distributor Rotor - AC
20052986	1	112.50	90.00	Door Skin - Right Side
F3	1	975.00	780.00	EFI System - Haltech F3
EFI	2	600.00	480.00	EFI System - Used Stock with Computer and All Sensors
2900-4002 / R	1	300.00	240.00	EFI Throttle Body - Weber Side Draft Style
2900-4002 / L	1	300.00	240.00	EFI Throttle Body - Weber Side Draft Style
2900-4050	4	45.00	36.00	EFI Throttle Body Air Horn - Weber Style
2950-4000	4	60.00	48.00	EFI Throttle Body Extension - Weber Style
2900-5702	1	150.00	120.00	EFI Throttle Body Fuel Rail - Weber Style
0.280.150.151	4	75.00	60.00	EFI Throttle Body Injector - Weber Style
360161RSB - HP	1	1,425.00	1,140.00	Engine - Rebuilt Long Block - Balanced, 10.5:1, Sleeved
360161RLB - HP	1	2,250.00	1,800.00	Engine - Rebuilt LB - Bal, 10.5:1, Sleeved, Ported w/ Fly/Clutch
360161RLB - STK	1	1,425.00	1,140.00	Engine - Rebuilt L. B. - Balanced, Stk, Sleeved w/ Fly/Clutch
360161ULB - STK	1	750.00	600.00	Engine - Used Long Block - Stock w/ Flywheel & Clutch
360161ULB - HP	1	1,425.00	1,140.00	Engine - Used L. B. - Balanced, 10.5:1w/ Flywheel & Clutch
5 / 16 UNC	2	60.00	48.00	Exhaust Stud Set
8789004	8	75.00	60.00	Fender - Right Side - 1971 / 73 Vega
9659004	2	187.50	150.00	Fender - Right Side - 1974 / 77 Vega
336516	1	120.00	96.00	Front Valance Panel - Green
342613	2	120.00	96.00	Front Valance Panel - White
342603	2	60.00	48.00	Fuel Filter - NOS
GFP 221	1	262.50	210.00	Fuel Pump - High Pressure
GFP 296	1	300.00	240.00	Fuel Pump - High Pressure Cosworth
EP31 / 3470994	1	75.00	60.00	Fuel Pump - Monza in Tank
6470967	3	75.00	60.00	Fuel Pump - Vega in Tank
6429744R	1	262.50	210.00	Fuel Tank Meter Unit - Cosworth Reproduction
25000294	1	75.00	60.00	Fuel Tank Meter Unit - Monza
6429678	1	112.50	90.00	Fuel Tank Meter Unit - Vega
STA 10713	6	15.00	12.00	Gas Cap - STANT - Metal Cap
332103	1	300.00	240.00	Gold Dash Bezel
6816 M	5	22.50	18.00	Head Gasket

6816 SH	8	9.00	7.20	Head Gasket Shim
9840654	4	15.00	12.00	Hood Release Cable
D529 / 1115455	1	75.00	60.00	Ignition Coil
MS 1050 P 30	2	41.25	33.00	Main Bearing Set
MS 1050 P 20	3	41.25	33.00	Main Bearing Set
MS 1050 P	3	60.00	48.00	Main Bearing Set
MC 39004	3	75.00	60.00	Master Cylinder - New Raybestos
MC 39027	1	75.00	60.00	Master Cylinder Monza - New Raybestos
270-2357	4	15.00	12.00	Motor Mount
2357	6	15.00	12.00	Motor Mount
2356	5	15.00	12.00	Motor Mount
270-2356	6	15.00	12.00	Motor Mount
RP 8	5	7.50	6.00	Oil Fill Cap - Reproduction
70376	5	1.13	0.90	Oil Pump Gasket
366182	2	112.50	90.00	Panhard Rod - 1976 / 77 Vega & Cosworth
MAR 2.0L FT 30	1	412.50	330.00	Piston 8.5 : 1 30 Oversize
MAR 2.0L D2 30	1	412.50	330.00	Piston 11.5 : 1 30 Oversize
MAR 2.0L D2	1	412.50	330.00	Piston 11.5 : 1 Standard
R-9840-5	3	97.50	78.00	Piston Rings - High Performance Speed Pro
R-9840-35	2	97.50	78.00	Piston Rings - High Performance Speed Pro
E-345K 20	2	37.50	30.00	Piston Rings - Sealed Power
E-345K 30	1	37.50	30.00	Piston Rings - Sealed Power
E-16KC	1	37.50	30.00	Piston Rings - Sealed Power Chrome
T8260HX 30	4	37.50	30.00	Piston Rings - TRW Chrome
T8260HX	1	37.50	30.00	Piston Rings - TRW Chrome
9629795	1	187.50	150.00	Quarter Panel - Left Rear 74 - 77 Vega
8788670	1	150.00	120.00	Quarter Panel - Right Rear 71 - 73 Vega
20146242	1	187.50	150.00	Radiator Core Support - V6 Wagon
3792463	10	18.75	15.00	Rear Main Seal - Neoprene
BS 400052-1	3	15.00	12.00	Rear Main Seal Kit
6419	20	67.50	54.00	Seat Material - Buckskin
74 Service	2	15.00	12.00	Service Manual
76 Service	5	15.00	12.00	Service Manual
75 Service	5	15.00	12.00	Service Manual
3246SJ	2	112.50	90.00	Shock Absorber Front - Carrera
3285E + 1532	2	112.50	90.00	Shock Absorber Rear - Carrera
3860346	4	7.50	6.00	Speedometer Driven Gear - 3.73
3860348	5	7.50	6.00	Speedometer Driven Gear - 4.10
MOG 6490	3	60.00	48.00	Springs - Front
MOG 6377	3	60.00	48.00	Springs - Rear
1657532	6	22.50	18.00	Stripe - Fender "CTC"
1657533	4	22.50	18.00	Stripe - Fender "CTC"
3064703	7	18.75	15.00	Sun Visor Support - LH
3064702	4	18.75	15.00	Sun Visor Support - RH
25054001	3	112.50	90.00	Tachometer Board
334071	16	12.00	9.60	Tappet - Cosworth
JB-2021	8	7.50	6.00	Tappet - Vega Blue
JB-2022	8	7.50	6.00	Tappet - Vega Copper
SC4260	10	22.50	18.00	Timing Set - Vega
270-2353	17	12.00	9.60	Transmission Mount
2353	9	12.00	9.60	Transmission Mount
VG 9093	21	6.00	4.80	Valve Guide - Exhaust
VG 9092	27	6.00	4.80	Valve Guide - Intake
1847	43	15.00	12.00	Valve Stainless Steel - Exhaust
1848	23	15.00	12.00	Valve Stainless Steel - Intake
22048322	2	30.00	24.00	Washer Fluid Tank
FP - 1496	2	60.00	48.00	Water Pump
35075	5	1.13	0.90	Water Pump Gasket
LM 13A	10	60.00	48.00	Weather Strip - Wagon Door
MAR 102	5	150.00	120.00	Weatherstrip - Rear Quarter Window
9883773	1	97.50	78.00	Weatherstrip Door - NOS
9883774	1	97.50	78.00	Weatherstrip Door - NOS

MINIMUM ORDER AMOUNT IS \$ 100.00, BEFORE SHIPPING !!!

Prices Do Not Include Shipping. Engines and Rearend Assemblies Shipped by Truck Freight Collect.

UPS / FEDEX COD ORDERS ARE AN ADDITIONAL \$ 25.00 !!!

Major Credit Cards Accepted.

5 % Discount on Orders Paid In Advance with CASHIERS CHECK or MONEY ORDER !!!

3 % Discount on Orders Paid In Advance with Personal Check .

CVOA INC. MEMBERSHIP FORM

Mail to: 147 Hiram Street, Pittsburgh, PA 15209-2133

NAME _____ TELEPHONE (____) _____ NEW () RENEWAL ()

ADDRESS _____ 1 YEAR MEMBERSHIP \$30.00 ()

CITY _____ STATE _____ ZIP _____ 3 YEAR MEMBERSHIP \$75.00 ()

COSWORTH INFORMATION: *Please fill all blanks!*

PAYMENT: CHECK () MONEY ORDER ()

PRESENT CONDITION: 1 (Best) 2 3 4 5 (Worst)

PRESENT USE _____

MODEL 1975() 1976() DASH# _____ VIN# _____ MILEAGE _____EXTERIOR COLOR: Black () Firethorn Met. () Antique White () Medium Orange () Medium Saddle Met. ()
Dark Green Met. () Dark Blue Met. () Mahogany () Buckskin ()

DASH COLOR: Black () Firethorn () White () Buckskin () Dark lime ()

SEAT COLOR: Black () White () Firethorn () Buckskin () **SEAT TYPE:** All Vinyl () Vinyl-Cloth Insert ()

CARPET COLOR: Black () White () Firethorn () Saddle () Dark Blue () Dark Lime ()

ORIGINAL FACTORY OPTIONS: Tinted Glass, Positraction, Swing-out Windows, Rear Speaker, Rear Defogger
Radio delete, 5 Speed, Aux Lighting, SkyTrends Sunroof, Floor Mats, Door Edge Guards, Cloth Headliner
AM Radio, AM/FM Stereo Radio, AM/FM Monaural, AM Radio w/8 Track, AM/FM Stereo Radio w/8Track

PERMANENT MODIFICATIONS: _____

Which owner are you? 1st 2nd 3rd 4th Other Unknown

ORIGINAL DEALER (include city and state, if known): _____
_____PREVIOUS OWNERS (include city and state, if known): _____

TODAY'S DATE: _____

Revised 2-97

Please use this form for your next renewal.

Intentionally Blank